

# FEDERAL REGISTER

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Pages 13353-13421

**Agencies in this issue—**

Agency for International Development  
Census Bureau  
Civil Aeronautics Board  
Commodity Credit Corporation  
Consumer and Marketing Service  
Customs Bureau  
Federal Aviation Agency  
Federal Communications Commission  
Federal Home Loan Bank Board  
Federal Power Commission  
Fish and Wildlife Service  
Foreign-Trade Zones Board  
Housing and Home Finance Agency  
Interstate Commerce Commission  
Land Management Bureau  
Maritime Administration  
Post Office Department  
Securities and Exchange Commission  
Small Business Administration

Detailed list of Contents appears inside.



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## Title 7—AGRICULTURE

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

#### PART 982—FILBERTS GROWN IN OREGON AND WASHINGTON

##### Free and Restricted Percentages for 1965-66 Fiscal Year

Notice was published in the October 1, 1965, issue of the *FEDERAL REGISTER* (30 F.R. 12539) regarding a proposal to establish free and restricted percentages applicable to filberts grown in Oregon and Washington for the 1965-66 fiscal year beginning August 1, 1965. The percentages are based on recommendations of the Filbert Control Board and other available information in accordance with the applicable provisions of the marketing agreement, as amended, and Order No. 982, as amended (7 CFR Part 982), regulating the handling of filberts grown in Oregon and Washington, effective under the Agriculture Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674).

The notice afforded interested persons opportunity to submit written data, views, or arguments with respect to the proposal. None were submitted within the prescribed time.

After consideration of all relevant matters presented, including those in the notice, the information and recommendations submitted by the Board, and other available information, it is found that to establish free and restricted percentages as hereinafter set forth will tend to effectuate the declared policy of the act.

Therefore, the free and restricted percentages for merchantable filberts during the 1965-66 fiscal year are established as follows:

§ 982.215 Free and restricted percentages for merchantable filberts during the 1965-66 fiscal year.

The following percentages are established for merchantable filberts for the fiscal year beginning August 1, 1965:

Free percentage.....	67
Restricted percentage.....	33

It is further found that good cause exists for not postponing the effective time of this action until 30 days after publication in the *FEDERAL REGISTER* (5 U.S.C. 1003(c)) in that: (1) the relevant provisions of said amended marketing agreement and this part require that free and restricted percentages designated for a particular fiscal year shall be applicable to all inshell filberts handled during such year; and (2) the current fiscal year began on August 1, 1965, and the percent-

ages established herein will automatically apply to all such filberts beginning with such date.

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

Dated: October 18, 1965.

PAUL A. NICHOLSON,  
Deputy Director,  
Fruit and Vegetable Division.

[F.R. Doc. 65-11293; Filed, Oct. 20, 1965; 8:49 a.m.]

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

#### SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

[CCC Grain Price Support Rereal Loan Regs., 1965 and Subsequent Storage Periods, Amdt. 2]

#### PART 1421—GRAINS AND SIMILARLY HANDLED COMMODITIES

##### Subpart—Rereal Loan Program

###### MISCELLANEOUS AMENDMENTS

The regulations issued by CCC and published in 30 F.R. 2852 and 10023 are hereby amended as follows:

1. Section 1421.3482 is amended to delete paragraph (d) of § 1421.69 from the reference to the General Regulations Governing Price Support for 1964 and Subsequent Crops. The amended section reads as follows:

§ 1421.3482 Applicable sections of General Regulations Governing Price Support for 1964 and Subsequent Crops.

The following sections of the General Regulations Governing Price Support for 1964 and Subsequent Crops, published in 29 F.R. 2686, shall be applicable to all commodities placed under the rereal loan program for 1965 and subsequent years: §§ 1421.51, 1421.52 (a) through (e), 1421.54, 1421.57, 1421.58, 1421.59, 1421.62 (b), 1421.63 through 1421.65, 1421.66 (a), (c), (d), and (e), 1421.67, 1421.68 (a) and (b), 1421.69 (c), 1421.72 (c), (d), (e), (f), (j), and (k), and 1421.73 through 1421.78.

2. Section 1421.3484 is amended to provide for deliveries of rereal commodities prior to the end of a current storage period, also to clarify the language with respect to regular redemptions and deliveries. This section is amended to read as follows:

§ 1421.3484 Delivery and redemption of commodity.

In the case of deliveries described in paragraphs (a), (b), and (c) of this section, a producer must deliver the commodity in accordance with delivery instructions issued by the county office.

(a) *Delivery on demand and redemption.* On demand for payment of the

rereal loan, the producer must either pay off the loan, plus interest, or deliver the mortgaged commodity to CCC.

(b) *Voluntary early delivery.* A county committee may authorize a producer to make delivery to CCC of a rereal commodity prior to the end of a storage period under the following conditions: (1) The commodity has been under rereal for a period of 4 months after the start of the storage period; (2) storage space is available at either local or transit points which are normally used for storing the commodity; and (3) delivery of the commodity will not unduly interfere with the completion of other current program functions. The quantity eligible for storage payment and the length of the storage period shall be determined as provided in § 1421.3488. The rate of payment shall be as specified in the applicable annual supplement to this subpart.

(c) *Regular delivery period.* The county committee may authorize delivery to CCC of the commodity during the 2 calendar months after the anniversary of the maturity date of a producer's original loan or, in the case of loans made under § 1421.3483(c), during the 2 calendar months after the anniversary of the maturity date for farm-stored price support loans applicable to the crop of the commodity on which such loan was obtained.

(Secs. 4 and 5, 62 Stat. 1070 as amended; secs. 101, 105, 107, 301, 401, 405, 63 Stat. 1051, as amended; 14 U.S.C. 714 (b) and (c); 7 U.S.C. 1441, 1447, 1421, 1425)

*Effective date.* Upon publication in the *FEDERAL REGISTER*.

Signed at Washington, D.C., on October 18, 1965.

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

[F.R. Doc. 65-11294; Filed, Oct. 20, 1965; 8:50 a.m.]

## Title 14—AERONAUTICS AND SPACE

### Chapter I—Federal Aviation Agency

[Docket No. 6833; Amdt. 39-151]

#### PART 39—AIRWORTHINESS DIRECTIVES

##### Boeing Model 707-200 and -300 Series Airplanes Equipped With JT4 Engines

A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive requiring replacement of the line tube assemblies on the subject airplanes was published in 30 F.R. 10165.



Interested persons have been afforded an opportunity to participate in the making of the amendment. One commentator suggested that Boeing Service Bulletin 2228 be referenced as an alternative means of compliance. The Agency agrees with the suggestion since this bulletin covers the same subject and has been approved. The AD has been amended to reflect this change. Another commentator objected to the issuance of the AD since it had not experienced a problem with the affected parts. The Agency cannot agree since experience has shown that the affected parts have failed in service, and in the interest of safety all affected parts must be replaced. Another commentator contends that the modification required in the AD is not justifiable as an AD. The Agency disagrees since failure of the thrust reversers can result in a potentially dangerous situation during landing or take-off abort procedures.

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

**BOEING.** Applies to Model 707-300 and -300 Series airplanes equipped with JT4 engines.

Compliance required within the next 1200 hours' time in service after the effective date of this AD unless already accomplished.

To prevent loose B-nuts on the thrust reverser P<sub>44</sub> lines, remove those existing thrust reverser one-half inch P<sub>44</sub> line tube assemblies (located between the ground air check valve and the directional control valve) which incorporate stainless steel 17-4 PH CRES sleeves and replace with tube assemblies which incorporate case hardened 316 CRES sleeves (or equivalent) in accordance with Boeing Service Bulletin 2228 dated August 9, 1965, or later FAA-approved revision. Equivalent means of compliance shall be processed through the Aircraft Engineering Division, FAA Western Region.

(Boeing Service Bulletin 2228 dated August 9, 1965, covers this subject)

This amendment becomes effective November 20, 1965.

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

Issued in Washington, D.C., on October 15, 1965.

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

[F.R. Doc. 65-11243; Filed, Oct. 20, 1965; 8:45 a.m.]

[Airspace Docket No. 64-EA-13]

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

### Alteration of Control Zone

The purpose of this amendment is to reduce the length of the Hyannis, Mass., control zone extension.

On August 25, 1965, Federal Register Document No. 65-9002 was published in

the FEDERAL REGISTER (30 F.R. 10983), effective November 11, 1965, which, in part, designated the Hyannis, Mass., control zone, including an extension based on the 046° radial of the Hyannis VOR extending from the four mile radius zone to eight miles NE of the VOR. This configuration would extend over the water of Cape Cod Bay. A review of this action indicates that, because of the substantial difference of altitudes between the terrain and sea level, the control zone extension beyond the shoreline is not needed for the protection of aircraft executing approved instrument approach procedures at Hyannis. Therefore, re-termination of this portion of the control zone is an unnecessary burden upon the public.

Since this action involves a relatively small amount of airspace and the exclusion thereof reduces the burden upon the public, notice and public procedure hereon is unnecessary and it is in the public interest that this alteration should become effective in less than 30 days.

In consideration of the foregoing, effective immediately, Federal Register Document No. 65-9002 is amended as hereinafter set forth.

In Paragraph 1.c., the Hyannis, Mass., control zone is amended to read as follows:

Hyannis, Mass.

Within a 4-mile radius of Barnstable Airport, Hyannis, Mass. (latitude 41°40'10" N., longitude 70°16'45" W.); within 2 miles each side of the Hyannis ILS localizer NE course, extending from the 4-mile radius zone to the OM; and within 2 miles each side of the Hyannis VOR 046° and 226° radials, extending from the 4-mile radius zone to 8 miles NE of the VOR, excluding that portion of the extension based on the Hyannis VOR 046° radial which extends beyond the shoreline.

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

Issued in Washington, D.C., on October 14, 1965.

JAMES L. LAMPL,  
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 65-11244; Filed, Oct. 20, 1965; 8:45 a.m.]

[Airspace Docket No. 63-SW-109]

## PART 75—ESTABLISHMENT OF JET ROUTES

### Designation of Jet Route

On July 23, 1965, a Notice of Proposed Rule Making was published in the FEDERAL REGISTER (30 F.R. 9221) stating that the Federal Aviation Agency was considering an amendment to Part 75 of the Federal Aviation Regulations that would designate a jet route from Los Angeles, Calif., to Kansas City, Mo.

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

The route proposed in the Notice was aligned via the INT of the Winslow 075° and the Cimarron 254° radials which is

the site of the Gallup, N. Mex., VORTAC scheduled to be commissioned in the future. Subsequent to the Notice, a flight check revealed that the MEA between Winslow and Cimarron would be above FL 400. An alignment from Winslow direct to Cimarron would closely parallel the proposed alignment and would reduce the MEA to FL 310.

Since this revision of the proposal would involve a very slight alteration of the alignment, it is determined that Notice and public procedure thereon is unnecessary, and the final rule, as adopted herein reflects this realignment.

In consideration of the foregoing, Part 75 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., December 9, 1965, as hereinafter set forth.

Section 75.100 (29 F.R. 17776) is amended by adding the following:

Jet Route No. 134 (Los Angeles, Calif., to Kansas City, Mo.)

From Los Angeles, Calif., via the INT of the Los Angeles 080° and the Parker, Calif., 258° radials; Parker; Prescott, Ariz.; Winslow, Ariz.; Cimarron, N. Mex.; Liberal, Kans.; Wichita, Kans.; to Kansas City, Mo.

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

Issued in Washington, D.C., on October 14, 1965.

JAMES L. LAMPL,  
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 65-11245; Filed, Oct. 20, 1965; 8:45 a.m.]

## Title 15—COMMERCE AND FOREIGN TRADE

### Chapter I—Bureau of the Census, Department of Commerce

## PART 50—SPECIAL SERVICES AND STUDIES BY THE BUREAU OF THE CENSUS

### Fee Structure for Seasonal Adjustments of Time Series

The fee structure for seasonal adjustments of time series is hereby amended to change the fee for furnishing these series, including card punching, from \$12 to \$8 per standard program and from \$17 to \$8 per series for various experimental programs, as shown below.

§ 50.35 Fee structure for seasonal adjustments of time series.

The Bureau of the Census carries out seasonal adjustments of time series for other Government agencies, nonprofit organizations, and for appropriate foreign governments as a matter of international courtesy. The adjustments may be based on monthly or quarterly data collected by the Bureau of the Census or furnished by the requesting organization. Series submitted for adjustment must be for a period of not less than four years and not more than 50 years, must be continuous, and have no more than six digits in a single month or quarter. In addition to the seasonal adjustment



factors and the seasonally adjusted series, charts and summary measures of the seasonal, cyclical, and irregular characteristics of the series are provided. The charge for furnishing these series, including card punching, is \$8 per series for the standard program and \$8 per series for various experimental programs.

A copy of the request form and more details about the program may be obtained upon request from the Director, Bureau of the Census, Washington, D.C., 20233.

In accordance with the provisions of section 4(a) of the Administrative Procedure Act, it has been found that notice of and an opportunity to participate in the rule making is unnecessary for the reason that such procedure, because of the nature of the rules, would serve no useful purpose.

(13 U.S.C. 8)

Effective date. October 22, 1965.

A. ROSS ECKLER,  
Director, Bureau of the Census.

[F.R. Doc. 65-11263; Filed, Oct. 20, 1965;  
8:47 a.m.]

## Title 19—CUSTOMS DUTIES

Chapter I—Bureau of Customs,  
Department of the Treasury

[T.D. 56510]

### PART 24—CUSTOMS FINANCIAL AND ACCOUNTING PROCEDURE

#### Deferral Procedure for Payment of Estimated Import Taxes on Alco- holic Beverages

The Internal Revenue Service regulations relating to deferred payments of taxes on distilled spirits, rectified products, wines, and beer were amended effective September 24, 1965 (30 F.R. 11599), to have semimonthly return periods for deferred payments fall entirely within a calendar month and to provide a two-step increase in the period of time for filing returns. To conform to these changes, Customs Regulations dealing with optional methods of payment of import taxes covering alcoholic beverages are amended as follows:

In § 24.4, a new sentence is inserted in paragraph (a) following the first sentence; the first sentence of paragraph (b) is amended; and paragraphs (f) and (g) (3) are amended. The affected portions of § 24.4 read as follows:

§ 24.4 Optional method for payment of estimated import taxes on alcoholic beverages upon entry, or withdrawal from warehouse, for consumption.

(a) *Application to defer.* \* \* \* If the importer desires the additional privilege of depositing estimated tax payments on an extended deferred basis, it must be specifically requested. \* \* \*

(b) *Deferred payment periods.* A period shall commence on October 24

and run through October 31, 1965; thereafter the periods shall run from the 1st day of each month through the 15th day of that month, and from the 16th day of each month through the last day of that month. \* \* \*

(1) *Deposit of tax payments—(1) Deferred tax basis.* Deposit must be made on or before October 31 for the period October 24 through October 31, 1965. For subsequent periods, except as provided in subparagraph (2) of this paragraph, deposits must be made on or before the last day of each period, i.e., on or before the 15th day of the month, or on or before the last day of the month.

(2) *Extended deferred tax basis.* Where a collector of customs has granted permission to an importer to deposit taxes on an extended deferred basis he shall deposit all taxes for periods to and including the period ending June 30, 1966, as follows:

(i) For periods ending on the 15th day of the month, not later than the 25th day of the month; and

(ii) For periods ending on the last day of the month, not later than the 10th day of the next succeeding month.

Commencing with the period beginning July 1, 1966, and for each subsequent period, deposits of taxes shall be made not later than the last day of the next succeeding period.

(3) On or before the last day on which a deposit of deferred taxes may be made the importer must present to the cashier, in numerical sequence, the B and C copies for each deferral of tax on an entry or withdrawal made during the period along with payment covering all estimated taxes due on such entries and withdrawals. When the last day of the deferred payment period ends on a day other than one specified in § 1.8(a) of this chapter as a day for the transaction of general customs business, payment must be made on the next such business day. The cashier will receipt each C copy and return it as soon as possible to the importer for his record of payment. However, if an importer advises the collector of customs in writing that he does not want a receipt, this and other provisions for the use of a C copy shall not be applicable.

(4) If a shipment is released under the immediate delivery procedure in § 8.59 of this chapter in one deferral period and the time for filing entry, including any authorized extensions of such time, falls into another such period, all estimated taxes must be paid on or before the due date of the latter period.

(g) *Restrictions on deferring tax deposits.* \* \* \*

(3) Except where an importer has permission to deposit taxes on an extended deferred basis, all entries or withdrawals from consumption filed on the last day of a deferral period must be accompanied by the deposit of the estimated tax, and no deferral of estimated tax is

permitted for the said entries or withdrawals.

(R.S. 161, as amended, 251 sec. 624, 46 Stat. 759, sec. 201, 72 Stat. 1322, 1334, 1335, 68A Stat. 917; 5 U.S.C. 22, 19 U.S.C. 66, 1624, 26 U.S.C. 5007, 5054, 5061, 7805)

Because this Treasury decision (1) amends regulations dealing with an optional method of paying import taxes, and (2) liberalizes the regulations by providing extended periods for the filing of deferred payment documents and deferred tax deposits, it is found unnecessary to issue it 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 limitations of section 4(c) of such Act. Accordingly, this Treasury decision will become effective October 24, 1965.

[SEAL]

LESTER D. JOHNSON,  
Commissioner of Customs.

SHELDON S. COHEN,  
Commissioner of Internal Revenue.

Approved: October 14, 1965.

TRUE DAVIS,  
Assistant Secretary of the  
Treasury.

[F.R. Doc. 65-11296; Filed, Oct. 20, 1965;  
8:50 a.m.]

## Title 18—CONSERVATION OF POWER AND WATER RESOURCES

Chapter I—Federal Power  
Commission

[Docket No. R-257; Order 303]

### PART 260—STATEMENTS AND REPORTS (SCHEDULES)

#### System Flow Diagrams; Order Grant- ing Reconsideration and Postpon- ing Date for Filing Initial Report

OCTOBER 14, 1965.

Subsequent to the issuance on August 19, 1965, of Order No. 303, 30 F.R. 11101, which prescribed annual reports to be filed by certain natural gas pipeline companies, a joint application was filed on behalf of the Columbia Companies listed in the margin.<sup>1</sup> The application petitioned for rehearing, reconsideration, stay and abrogation in toto of Order No. 303.

Although most of the points raised in the application are substantially the same as those heretofore presented to the Commission in written submittals made pursuant to the notice of proposed rule-making issued herein on February 12, 1964 (29 F.R. 2912), and the amended notice issued January 7, 1965 (30 F.R.

<sup>1</sup>Atlantic Seaboard Corp., Kentucky Gas Transmission Corp., United Fuel Gas Co., The Ohio Fuel Gas Co., The Manufacturers Light and Heat Co., Home Gas Co. and Columbia Gulf Transmission Co.



447), we believe that a reexamination of the new § 260.8 would be in the public interest. Accordingly, we are granting reconsideration of our order for that purpose.

In addition, it is now apparent that it will be impossible to complete the steps we have taken in compliance with the Federal Reports Act of 1942 (5 U.S.C. 139c), in time to enable adherence to the November 15 filing date for 1964 required by ordering paragraph (A) (c) of Order No. 303. We are, therefore, extending the time for such filing to all the companies required to make the report.

The Commission finds: It is appropriate and in the public interest in administering the Natural Gas Act that the aforesaid application of Columbia Companies, dated September 17, 1965, insofar as it requests reconsideration of Order No. 303, be granted; that the application for rehearing and abrogation of the order be denied; and that the November 15, 1965, filing date for 1964 data be extended, as hereinafter ordered.

The Commission orders:

(A) The aforesaid application of the Columbia Cos. for reconsideration is granted.

(B) Section 260.8(c) is amended to read as follows:

§ 260.8 System flow diagrams.

(c) Flow diagrams depicting 1964 operations shall be filed by a date to be fixed hereafter.

(C) The application of Columbia Cos. is, in all other respects, denied.

By the Commission.

[SEAL]

J. H. GUTRIDE,  
Secretary.

[F.R. Doc. 65-11249; Filed, Oct. 20, 1965;  
8:45 a.m.]

## Title 39—POSTAL SERVICE

### Chapter I—Post Office Department

#### PART 17—MAIL ADDRESSED TO MILITARY POST OFFICES OVERSEAS

##### PART 21—FIRST CLASS

##### PART 24—THIRD CLASS

##### PART 47—FORWARDING MAIL

##### Miscellaneous Amendments

The regulations of the Post Office Department are amended as follows:

##### § 17.2 [Amended]

I. In § 17.2 *Conditions applicable to mail addressed to certain military post offices overseas*, make the following changes:

A. In paragraph (a) *Military post offices by ZIP Code designations*:

1. Revise footnote C to show new regulations concerning the shipment of tobacco products to Military Post Offices

overseas. As so revised, footnote C reads as follows:

C. Cigarettes and other tobacco products prohibited.

2. Amend the data opposite post office number 09271 to read: "A-B-F-I."

3. Insert in proper numerical order the following post office numbers and their accompanying data:

Military Post Office No.:	See footnotes
96320	A
96321	A

NOTE: The corresponding Postal Manual section is 127.21.

B. In paragraph (b) *Military post offices by former APO and NPO numbers*:

1. Revise footnote C to show new regulations concerning the shipment of tobacco products to Military Post Offices overseas. As so revised, footnote C reads as follows:

C. Cigarettes and other tobacco products prohibited.

2. Amend the data opposite post office number 616 to read: "A-B-F."

NOTE: The corresponding Postal Manual section is 127.22.

II. In § 21.2, *Classification*, illustration c in paragraph (c) is revised to show the proper location of the ZIP Code in the address for an air mail letter. As so revised illustration c reads as follows:

##### § 21.2 Classification.

(c) *Business reply mail*—

## AIR MAIL

C

<div style="border: 1px solid black; padding: 5px; margin: 0 auto; width: 80%;"> <b>BUSINESS REPLY MAIL</b>  <small>NO POSTAGE STAMP NECESSARY IF MAILED IN THE UNITED STATES</small> </div> <p style="text-align: center; margin-top: 10px;"><i>Postage will be paid by</i></p> <p style="text-align: center; margin-top: 20px;"><b>JOHN DOE &amp; COMPANY</b>  <b>1234 MARKET STREET</b>  <b>BOSTON, MASS. 02114</b></p>	<div style="border: 1px solid black; padding: 5px; margin: 0 auto; width: 80%;"> <b>FIRST CLASS</b>  <b>PERMIT NO. 3</b>  <b>BOSTON, MASS.</b> </div> <p style="margin-top: 20px;"><b>VIA AIR MAIL</b></p> <div style="text-align: center; margin-top: 20px;">  </div>
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Use alternating red and blue parallelograms for the border.



Note: The corresponding Postal Manual section is 131.23.

III. In § 21.5, the material presently in this section is placed under a new paragraph (a). A new paragraph (b) is added containing regulations for the acceptance of personal letter mail, including post cards, free of postage from members of our Armed Forces in Vietnam and contiguous waters, and members of our Armed Forces hospitalized in a facility under the jurisdiction of the United States Armed Forces as a result of disease or injury incurred as a result of military service or operations in Vietnam and contiguous waters. As so amended, § 21.5 reads as follows:

§ 21.5 Mail sent by members of U.S. Armed Forces.

(a) *Letters sent postage collect.* Letters sent by soldiers, sailors, airmen, and marines in the United States military service located in the United States or other places where United States domestic mail service operates, addressed to places in the United States, may be dispatched for collection on delivery, under the following conditions:

(1) The address side of the letter must be marked "Soldier's Letter," "Airman's Letter," "Sailor's Letter," or "Marine's Letter," as appropriate.

(2) Under the marking, the letter must bear the signature and official designation, either with facsimile handstamp or in writing, of a commissioned officer to whose command the soldier or airman belongs, or of a surgeon or chaplain at a hospital where he is; and in the Navy and Marine service, of a commissioned officer attached to the vessel on which the member is serving or an officer commanding a hospital or detachment ashore where he is.

(3) Postage, at single rate for each ounce or fraction, is collected on delivery.

(b) *Letters sent free.* (1) Any personal letter mail, including post cards, in the usual and generally accepted form, may be mailed free of postage under the following conditions:

(i) When mailed by:

(a) Any member of the U.S. Armed Forces (Army, Navy, Air Force, Marine Corps, and Coast Guard) at any U.S. military post office in Vietnam and contiguous waters, as defined by regulations of the Department of Defense.

(b) Any member of the U.S. Armed Forces hospitalized in a facility under the jurisdiction of the Armed Forces of the United States as the result of disease or injury incurred as a result of military service or operations in Vietnam and contiguous waters, and air space thereover.

(ii) When mailed to:

(a) Any place within the United States, including Puerto Rico or any other possession of the United States, where the domestic mail service operates.

(b) Any Army and Air Force or Navy post office.

(iii) When such mail bears:

(a) In the upper right corner of the address side, in the handwriting of the sender, the word "FREE," and

(b) In the upper left corner of the address side the name of the sender, his service number, grade, and complete military address.

(2) Letter mail sent free under the conditions in subparagraph (1) of this paragraph will be afforded transportation by the means which will give the earliest possible delivery to the addressee. This mail may not be registered, insured, or certified. It may be accepted as special delivery mail upon payment of the required fee.

Note: The corresponding Postal Manual section is 131.5.

IV. In § 24.8 *Sealing*, paragraph (b) is amended by including a cross reference to make it clear that sealed, unmarked third-class matter is subject to the first-class postage rate. As so amended, paragraph (b) reads as follows:

§ 24.8 *Sealing.*

(b) *Marking.* All sealed pieces mailed at the third-class postage rates must be legibly marked with the two words "Third Class." The marking may not be within or part of a meter stamp, permit imprint, the markings required by § 24.4(b)(3), or a decorative design. See § 21.2(a)(1)(v) of this chapter regarding matter sealed and not marked.

Note: The corresponding Postal Manual section is 134.82.

V. Section 47.4 is modified by deleting reference to NPO addresses in the exception. Second-class mail for Navy personnel transferred overseas will be forwarded by the military. As so modified, § 47.4 reads as follows:

§ 47.4 Address changes of persons in U.S. service.

All first-, second-, and fourth-class mail and third-class mail of obvious value addressed to persons in the United States service (civil and military) serving at any place where the United States mail service operates, whose change of address is caused by official orders, will be forwarded until it reaches the addressee and no additional postage will be charged. Second-, obvious value third-, and fourth-class mail and air parcel post so forwarded is endorsed by the forwarding office "Change of Address Due to Official Orders." This provision for free forwarding from one post office to another applies to mail for the members of the household whose change of address is caused by official orders to persons in the United States service.

EXCEPTION: Second-class mail will not be forwarded from the United States to overseas APO addresses by military authorities. Copies of publications addressed to Army or Air Force personnel transferred to overseas assignments will be endorsed by military personnel "Forwarding prohibited, addressee assigned" overseas, and returned to the post office for disposition. See § 48.2(b) of this chapter. See § 47.2 regarding time limit of orders filed with the post office.

Note: The corresponding Postal Manual section is 157.4.

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

HARVEY H. HANNAH,  
Acting General Counsel.

[P.R. Doc. 65-11241; Filed, Oct. 20, 1965; 8:45 a.m.]

## Title 47—TELECOMMUNICATION

### Chapter I—Federal Communications Commission

[Docket No. 15586; FCC 65-924]

#### PART 2—FREQUENCY ALLOCATIONS AND RADIO TREATY MATTERS; GENERAL RULES AND REGULATIONS

#### PART 21—DOMESTIC PUBLIC RADIO SERVICES (OTHER THAN MARITIME MOBILE)

#### PART 74—EXPERIMENTAL, AUXILIARY AND SPECIAL BROADCAST SERVICES

#### PART 91—INDUSTRIAL RADIO SERVICES

#### Miscellaneous Amendments

In the matter of amendment of Parts 2, 21, 74 and 91 of the Commission's rules and regulations relative to the licensing of microwave radio stations used to relay television signals to community antenna television systems, Docket No. 15586; First Report and Order and Further Notice of Proposed Rule Making.

1. On August 3, 1964, the Commission issued a Notice of Proposed Rule Making in the above-entitled matter which was duly published in the FEDERAL REGISTER (29 F.R. 11458, August 8, 1964). It was proposed therein to amend certain sections of Parts 2, 21, 74 and 91 of the Commission's Rules and Regulations concerning the licensing of microwave radio stations used to relay television broadcasting signals to community antenna television (CATV) systems.<sup>1</sup>

2. The rule-making proposals are discussed under four separate headings in the Notice of Proposed Rule Making, as follows:

Part I—Proposed rules with respect to common carrier applications and showing of public need.

<sup>1</sup> Generally speaking, a CATV system has been designed primarily as a wire or cable facility receiving and amplifying the signals broadcast by one or more television stations and redistributing such signals to subscribing members of the public. The role of microwave facilities in the operation of a CATV system has usually consisted of the retransmission of television broadcasting signals, which are picked up off-the-air at a point some distance from the television broadcasting station antenna, and the relay of those signals through one or more radio repeaters to a terminal point in the community served by the CATV, from which terminal point the signals are distributed to individual homes of subscribers by means of cable.



Part II—Proposed frequency allocations for common carriers serving CATV systems.

Part III—Proposed non-common carrier frequency reallocations for CATV use.

Part IV—Technical standards.

Separate comments were invited regarding each Part on or before October 1, 1964, and October 15, 1964, was fixed as the date by which replies should be submitted.

3. The notice indicated (par. 41) the Commission's intention to spin-off portions of the rule making for early decision in the event that other portions required more lengthy consideration. By order issued on October 12, 1964 (29 F.R. 14191, October 15, 1964), the Commission granted requests by National Community Television Association, Inc. (NCTA) and National Association of Microwave Common Carriers, Inc. (NAMCC) for extension of the time for filing comments on Parts II and IV of the rule making to April 1, 1965, in order to permit NCTA and NAMCC to conduct various technical studies and equipment tests.<sup>3</sup> The Commission spun-off Parts I and III of the rule making for earlier comment in the same order, stating:<sup>4</sup>

Part I is readily severable, since the issue is one of policy and not dependent upon technical matters, and an early resolution is required in the public interest to facilitate the processing of common carrier applications. We also believe it feasible and desirable to determine the appropriate frequency band location for non-common carrier CATV operations in advance of determining what technical standards would govern such operations and how much of the band would ultimately be used for this purpose.

4. Comments and reply comments on Parts I and III have now been received from the persons shown in the attached Appendix A.<sup>4</sup> Accordingly, this First

<sup>3</sup> By order of Mar. 29, 1965 (30 F.R. 4322, Apr. 2, 1965) the Commission further extended the time for comment on Parts II and IV until July 1, 1965, to permit completion and analysis of the technical studies.

<sup>4</sup> By order issued Nov. 9, 1964 (29 F.R. 15773, Nov. 24, 1964) the Commission further extended the time for filing comments and reply comments on Parts I and III to Dec. 1, 1964 and Dec. 18, 1964, respectively.

<sup>5</sup> In addition to comments on the proposed rules, various interested persons have requested the Commission to institute new rule making relating to CATV, to consolidate the new proceeding with all pending CATV proceedings (including Docket No. 15586), and to withhold decision on the pending proceedings until all the matters involved in the new consolidated proceeding can be resolved. Most of these requests were disposed of in the Notice of Inquiry and Notice of Proposed Rule Making in Docket No. 15971, issued on April 23, 1965 (FCC 65-334, 30 F.R. 6078), and in the First Report and Order in Docket Nos. 14895 and 15233, issued on Apr. 23, 1965, (FCC 65-335, 30 F.R. 6038). Moreover, we cannot conclude that the public interest would be served by withholding decision on Parts I and III of this docket pending resolution of Docket No. 15971, since that proceeding may take a substantial period of time and the issues here do not depend on the matters there involved (see *infra*, par. 50). Accordingly, the pleadings listed in the attached Appendix B, to the extent that they were not granted or denied in Docket No. 15971, will be denied herein.

Report and Order is concerned only with Parts I and III of the rule making. The comments and our conclusions with respect to each of these Parts are discussed in separate sections below.

A. Part I—Proposed rules with respect to common carrier applications and showing of public need.

5. In Part I of the Notice of Proposed Rule Making the Commission proposed to amend Part 21 of its rules (§§ 21.700 and 21.709) so as to require that all applications for authorizations (including applications for renewal of license) for stations in the Domestic Public Point-to-Point Microwave Radio Service, used to relay television signals to CATV systems, shall include a factual showing that at least 50 percent of the customers of the applicant (on the microwave system involved) are unrelated and unaffiliated with the applicant, and that the proposed usage by such customers, in terms of hours of use and channels delivered, constitutes at least 50 percent of the usage of the applicant's microwave system. Applications which do not include such a showing would be returned.<sup>5</sup>

6. The Commission also proposed to add a new paragraph (c) to § 21.709 of the rules, to afford a transition period for existing licensees who could not make the required showing. This paragraph would provide that existing common carrier licensees serving related or affiliated CATV customers may elect, within specified time periods, to become licensees in a noncommon carrier microwave radio service established for the relay of television signals to CATV systems. Such licensees, who elected and were qualified to become licensees in the non-common carrier service, would be granted a waiver of the Commission's rules so that they could use their presently authorized frequencies until February 1, 1971. However, subsequent renewal applications would be accepted only for frequencies available in the noncommon carrier radio service, and any additions or replacements of microwave facilities or extensions of service to new points of communication proposed by such licensees would be authorized only on frequencies available for noncommon carrier operations.

7. We proposed these amendments of our rules in order to facilitate the processing of applications by miscellaneous common carriers (MCCs)<sup>6</sup> for microwave frequencies to relay television signals to CATVs. As set forth in the Notice, the Commission has designated a number of such applications for hearing to determine whether sufficient public need exists for the service to warrant the use of common carrier frequencies. This issue has arisen where it appears that the facilities are being used, or are intended to be used, primarily to serve

customers who are related to or affiliated with the applicant. Since common carrier frequencies are reserved for use by common carriers in rendering their services to the public, any use of these frequencies principally to serve customers who are interrelated with the carrier is inconsistent with the purpose of the allocation.

8. The determination of such public need issues entirely on a case-by-case adjudicatory basis has caused lengthy delays in the processing of common carrier microwave applications, affecting not only the applications of MCCs serving CATVs but also the applications of the landline telephone and telegraph companies who use frequencies in this service to implement their many and varied public offerings. It is necessary that this situation be alleviated because any inordinate delay in the processing of applications for vitally needed communications facilities is detrimental to the public interest.

9. The proposed rules are designed to expedite our determination of public need issues by requiring a threshold showing by the applicant that at least 50 percent of the proposed usage will be to serve unrelated, public customers. The prescription of a minimum standard by rule, which must be met before the application will be accepted for processing, would enable us to avoid "[wasting] time on applications which do not state a valid basis for hearing." *United States v. Storer Broadcasting Co.*, 351 U.S. 192, 205. Moreover, it is hoped that applicants, being more specifically informed of the Commission's licensing policies, would not file applications for common carrier frequencies when they might more appropriately apply for frequencies in a non-common carrier microwave service.

10. American Telephone & Telegraph Co. supports the rule amendments proposed in Part I. All other persons submitting comments oppose, in whole or in part, the Commission's proposals. The substance of the opposition comments and the basis for our conclusions are set forth below.

11. The comments submitted by or on behalf of CATV systems or miscellaneous common carriers serving CATV systems, particularly those of NCTA and NAMCC, argue at some length that the requirement for 50 percent usage by unrelated customers would impose a novel and erroneous legal test for common carrier status. They state that the sole test for common carrier status is a bona fide offer of the entity to serve the public upon reasonable request, without discrimination, pursuant to legally applicable tariffs. Thus it is legal error, they assert, for the Commission to make the legal status of an entity as a bona fide common carrier and, therefore, its eligibility to use common carrier frequencies, dependent upon a showing that the entity serves or proposes to serve non-related customers.

12. It appears that this argument may stem from a misunderstanding as to the nature of the proposed rules. Contrary

<sup>5</sup> Currently, only applications for renewal of license submitted by nonlandline communications carriers are required to make a showing of this nature.

<sup>6</sup> MCCs are communications common carriers not engaged in rendering a landline telephone or telegraph service.



to the assumption of the commenting parties, the proposed rules have nothing to do with the definition of the term "common carrier" or "bona fide common carrier." Nor do they impose any new test for common carrier status. We adhere to the "holding out" test for common carrier status, and agree that the mere fact that the "holding out" extends to affiliated entities is no bar to legal status as a common carrier. Rather, the purpose of the rules is to state the basis on which common carrier frequencies will be assigned to common carrier applicants. In other words, an application which does not make the required showing of 50 percent usage by nonrelated customers would be returned without further consideration, not because of any determination that the applicant is not a common carrier, but solely because the common carrier applicant has not made a prima facie showing of sufficient public need for the service to warrant the use of common carrier frequencies.

13. The commenting parties further assert that the relationship between a carrier and its primary or exclusive customers has no relevance to the question of "public need" for the carrier's service. Thus, it is urged that the existence of one customer for a specialized service is sufficient to establish a need for the service, and that a related or affiliated customer is as much a member of the public as a nonrelated customer. It follows, according to NCTA and NAMCC, that so long as a single customer for the service exists, regardless of any identity of interest between it and the carrier, the Commission cannot, solely on the basis of the relationship, refuse to allow the carrier to use common carrier frequencies to provide the service.

14. We cannot accept so narrow a view of our powers and responsibilities under the Communications Act. While any member of the public has a legal right to demand access to an authorized common carrier service without discrimination, whether or not related to the carrier, the carrier itself does not have a legal right to the use of radio frequencies merely upon customer demand. Radio facilities are limited; they are not available to all who may wish to use them; the radio spectrum simply is not large enough to accommodate everybody." National Broadcasting Co. v. United States, 319 U.S. 190, 213, 215-216. The Act requires a license from the Commission for all uses of radio, including its use for common carrier purposes, which can be obtained only upon a showing that the "public interest, convenience, and necessity" will be served, 47 U.S.C. 301, 307-310. And in determining the showing to be made, the Commission can properly consider that "the public interest demands that those who are entrusted with the available channels shall make the fullest and most effective use of them." National Broadcasting Co., supra, 319 U.S. at 218.

15. Moreover, section 303 of the Act authorizes the Commission, inter alia, to: "(a) Classify radio stations; (b) Pre-

scribe the nature of the service to be rendered by each class of licensed stations and each station within any class; (c) Assign bands of frequencies to the various classes of stations; \* \* \* (47 U.S.C. 303 (a), (b) and (c)). Pursuant to that authority, we have established the Domestic Public Point-to-Point Microwave Radio Service and assigned bands of frequencies which are reserved for use by common carriers in rendering services to the public.<sup>1</sup> Other microwave frequencies have been allocated for private use in the Business Radio Service, and Part III of this proceeding looks toward the establishment of a community antenna relay service. In view of the availability of microwave frequencies for private business use and the intended public purpose of the common carrier microwave allocations, it is not unreasonable to require a common carrier applicant to make a threshold showing that at least 50 percent of the proposed usage of frequencies in the "Public Point-to-Point" service will be to serve members of the public who are not related to the applicant.<sup>2</sup>

16. While we may be belaboring the obvious, we wish to stress the importance to the public interest of not having common carrier frequencies taken up by persons serving principally their own businesses. These frequencies are allocated for use by common carriers in rendering services to the public. In order to permit the common carriers to serve the diverse needs of the public adequately and dependably, they are permitted to engage in special operating practices and to construct facilities of extraordinary complexity which are not ordinarily required by private users. It is important that the development of common carriers serving the public should not be blocked or inhibited by the presence in the common carrier bands of persons serving principally their own businesses, who have other frequencies allocated for such activities. It requires little foresight regarding trends toward frequency congestion to anticipate that the development of common carrier routes will soon be thwarted or affected adversely if persons serving primarily their own interests are allowed to freely occupy

<sup>1</sup> See Columbia Basin Microwave Co., Docket No. 14318, FCC 63-367, 25 Pike & Fischer, R.R. 367; Notice of proposed rule making in this proceeding, par. 6.

<sup>2</sup> NCTA and NAMCC also assert that a determination of "public need" for common carrier service must take into account the ultimate use by the CATV customer of the service, i.e., the distribution of television signals to subscribing members of the general public. While the fact that the public is the ultimate beneficiary of the service is clearly a relevant consideration in determining that the public interest will be served by a grant of microwave frequencies to relay television signals to CATV systems, we cannot agree that this is determinative of the question of whether common carrier or non-common carrier frequencies are to be used for this purpose. Though the cost of operating at higher frequencies may be slightly increased for the CATV system, the public will still receive service.

substantial amounts of the spectrum space available in the common carrier bands. Indeed, our experience indicates that this is already the case in the 6 Ge/s band, where there is great congestion around certain metropolitan centers. Over a period of years, it will also be true in the case of the 11 Ge/s band. In short, the very heart of our frequency allocation plan has been to set aside appropriate spectrum space to permit future growth of specified services, and, unless reallocation is shown to be in the public interest after appropriate rule making proceedings, to maintain that spectrum space for the anticipated growth. We would be acting inconsistently with that principle and with the public interest, were we to allow these common carrier bands to be utilized by those demonstrating no over-all public need for the use of the bands but rather serving principally their own local businesses. Again, in accord with sound allocation principles, such persons should employ frequencies specifically allocated for essentially private use.

17. The requirement for serving "public" customers as a necessary component of a showing of public need is not new with the proposed rules. As set forth in the Notice (par. 7-10), since 1957 we have been directing the attention of MCCs to the necessity for licensees in this service to serve the public and our intention to review the service rendered at license renewal time to determine whether there is a continuing need for a common carrier authorization. In 1959, section 21.709 was added to the rules, which requires such common carriers to make a factual showing in renewal applications that "during the preceding license period, at least 50 percent of the total hours of service rendered over the radio system, and not less than 50 percent of the radio channels therein, have been used by subscribers not directly controlling or controlled by, or under direct or indirect common control with, the applicant." Generally, renewal applications which did not make this showing, as well as some applications for new facilities, were designated for hearing on the issue of public need.

18. Thus, the rule amendments proposed in Part I would not establish any markedly different substantive standard for the grant of common carrier applications. Rather, they result from our conclusion that "the determination of public need issues entirely on a case-by-case adjudicatory basis is an inefficient way to handle the problem and that it would be preferable to have a substantive rule governing the matter in part" (par. 10 of the Notice). The return of non-complying applications without processing will aid in the "proper dispatch of the Commission's business," which is, of course, a "matter not unrelated to achieving the ends of justice." Federal Communications Commission v. WJR, 337 U.S. 265, 282; section 4(j) of the Communications Act.

19. Nor can we agree with the contention of NCTA and NAMCC that implementation of the 50 percent requirement



will discourage and eliminate competition among carriers in contravention of the public interest. Apart from the fact that encouragement of competition as such is not the sole or controlling reliance for safeguarding the public interest in the communications common carrier field, *Federal Communications Commission v. RCA Communications, Inc.*, 346 U.S. 86, 89-95, we fail to see how the requirement for serving some unrelated customers would curtail competition among carriers. No reason appears why the ability of a smaller miscellaneous carrier to compete with a larger miscellaneous or landline carrier should depend on having only such a substantial amount of related customers."

20. In addition to the foregoing general contentions, the parties have made a number of comments on particular aspects of the proposed rules which warrant discussion. It is asserted that a standard based on the terms "related or affiliated" is so vague as not to be susceptible of reasonable interpretation or limitation and does not, therefore, accord due process of law. In order that there may be no doubt regarding the meaning of the terms "unrelated" and "unaffiliated" as used in proposed §§ 21.700 and 21.709 of the rules, the Commission will construe "related" or "affiliated" as meaning any financial or business relationship whatsoever by contract or otherwise, directly or indirectly, between the carrier and the customer, excepting only the carrier-user relationship. Thus, in addition to situations involving common control between carrier and customer, as described in currently effective § 21.709(a), the carrier and customer will also be deemed to be related or affiliated in such situations as the following, among others: where one is the debtor or creditor of the other (except with respect to charges for communication service); where they have a common officer, director, or other employees at the management level; where there is any element of ownership or other financial interest by one in the

other; and where any party has a financial interest in both. In short, it is our intention that there should be a total separation between the carrier and at least one-half of its customers in this service area. We do not anticipate that applicants will experience any difficulty in recognizing customers who are totally independent or in determining whether service to such customers will amount to 50 percent in terms of hours of use and channels delivered.

21. The comments of Meredith-Avco, Inc., urge that the requirement in paragraph (b) of § 21.709, that the showing required by paragraph (a) shall be under oath, is grossly discriminatory since oaths are no longer required with regard to any other communication service licensed by the Commission. Moreover, it is asserted that there is no legal necessity for such an oath. We agree that such a requirement serves no useful purpose here. Accordingly, paragraph (b), as proposed, will be deleted, and paragraph (c), as proposed, will be redesignated as paragraph (b).

22. Meredith-Avco also challenges as ambiguous the statement in proposed §§ 21.700 and 21.709 that: "Applications which do not contain the showing required by this section will be rejected." These sections will be revised to make it clear that applications which do not contain the 50 percent showing will be returned by the Commission as unacceptable for filing.<sup>18</sup>

23. As stated in the Notice, a showing which meets the proposed criteria of the rule will not automatically entitle an applicant to a grant. The application may nevertheless be set for hearing on a public need issue. We are unable to comply with the request of Meredith-Avco for a particularization in the rules of all further factors which might be considered. It is conceivable that some question might arise as to whether the proposed service could be provided by an existing carrier, or whether sufficient public need to justify the use of common carrier frequencies exists where, despite a prolonged holding out, a carrier continues to have only one customer, albeit independent. But questions such as these obviously require evaluation in the light of the particular circumstances and are better left for case-by-case adjudicatory determination. It is sufficient for present purposes that an application which makes the 50 percent showing required by the proposed rules, will be accepted for filing and processed in the usual course. Thereafter, the Commission's procedures pursuant to section 309(e) of the Communications Act will afford the applicant specific notice of

any further public interest considerations then obtaining.<sup>19</sup>

24. It is further urged by several parties that the Commission should not decide Part I of this proceeding in advance of a determination as to other parts. Generally, we see no purpose in withholding decision as to the 50 percent requirement for consideration of common carrier applications pending resolution of Part II concerning common carrier frequency allocations. This substantive requirement is not predicated upon any particular allocation of frequencies for use by common carriers in serving CATV systems. It rests solely on the public purpose of all common carrier allocations and would pertain no matter what decision is reached as to Part II.<sup>20</sup> However, we are persuaded by the comments that some of the provisions of proposed § 21.709 should not be made applicable to existing common carrier licensees in advance of a determination as to Parts II and IV of this proceeding.

25. Meredith-Avco asserts that miscellaneous common carriers cannot exercise the option, afforded by proposed § 21.709(c), to be licensed in another service (with a waiver for use of common carrier frequencies until February 1, 1971), unless the proposed community antenna relay (CAR) service has been established, frequencies have been allocated and technical standards have been set up. The next section of this Report and Order establishes the CAR service with basically an interim allocation of frequencies in the lower half of the 12700-

<sup>18</sup> The Communications Act does not require the Commission to prescribe by rule, or include on the application form, all of the factors which may possibly be pertinent to the public interest finding and occasion Commission inquiry. In addition to the information required in the application, section 308(b) of the Communications Act authorizes the Commission, "at any time after the filing of such original application and during the term of any such license," to "require from an applicant or licensee further written statements of fact to enable it to determine whether such original application should be granted or denied or such license revoked."

<sup>19</sup> Meredith-Avco asserts that the 50 percent requirement should not be limited to carriers relaying broadcast signals to CATV systems but should apply to all applicants in the Domestic Public Point-to-Point Microwave Service. We believe that broad-scale application of the rule is unnecessary, since we have not had any continuing problem in this area except with respect to carriers serving CATV systems. Nor do we think that the proposed application of the rule is discriminatory. Pursuant to section 303 (a), (b), and (c) of the Communications Act, we have proposed in Part II of the rule making specific frequency allocations for a classification of stations consisting of common carrier stations relaying broadcast signals to CATV systems. Whatever ultimate disposition is made of the allocation matter, the classification is appropriate and has been used in other connections. See, e.g., the rules adopted in Docket Nos. 14895 and 15233, FCC 65-335, 601 (1965). No discrimination is present if rules pertaining to a class of stations are applied uniformly to all stations within the class.

<sup>20</sup> This is not to say, of course, that we believe a CATV system should be limited to the choice of either operating its own microwave system or resorting to the landline carriers. The grants to miscellaneous common carriers to relay television signals to CATV systems reflect our determination that it is in the public interest to have alternative common carrier facilities available. But this does not mean that each CATV system should have common carrier service provided by an affiliated carrier or that frequencies should be authorized for use by a new carrier each time a new CATV system desires common carrier service. Indeed, the result of having a large number of miscellaneous common carriers, each operating in a different area on a monopoly basis or in competition only with the landline carriers, may well be less real competition than if fewer miscellaneous carriers operated over larger areas in competition with each other as well as with the landline carriers. Moreover, larger operations serving more customers might result in greater efficiency, as well as savings in operational costs and spectrum usage, to the benefit of the public.

<sup>18</sup> We do not believe it necessary to add the words "prima facie" before "showing," as requested by Meredith-Avco. As in other similar instances, where an application on its face makes the required showing and a dispute arises as to its accuracy or sufficiency, the matter will be resolved by appropriate procedures, including, if necessary, an evidentiary hearing with respect to any material issues of fact.



13200 Mc/s television auxiliary band, and prescribes interim technical standards for operation pending resolution of Part IV of this proceeding and a final determination of how much of the band ultimately will be allocated for CAR use. As to the matter of election by existing common carrier licensees before the ultimate technical standards and total amount of spectrum space for CAR use are known, we have decided to revise proposed § 21.709(c) (§ 21.709(b) of the rules set forth in Appendix C below), to provide that such election must be made and an application filed in the CAR service within sixty (60) days after the issuance of a Report and Order on Part II and IV of this proceeding. Pending such election time, renewal applications which do not comply with the provisions of § 21.709(a) will be granted only for such period of time as is necessary to preserve the opportunity for election. In light of the foregoing, we conclude that Part I can and should be decided now for the reasons previously set forth.

26. A further problem arises from the assertion of NCTA and NAMCC that many existing common carrier licensees will be unable to take advantage of the election procedure because they will be unable to qualify in the CAR service. Sections 74.1031 and 74.1033 of the proposed CAR rules provide that a CAR license will be issued only to the "owner of a CATV system" and that the program material transmitted over the microwave facilities shall be intended for use by "one or more CATV systems owned and controlled by the licensee" of the CAR station. NCTA and NAMCC point out that a common carrier licensee serving "affiliated or related" CATV customers might not "own and control" a CATV system, and hence could not qualify in the CAR service even if it were willing to cease operating on a common carrier for hire basis. The provision in proposed § 74.1031(b) for cooperative service to other than licensee owned CATV systems would not take care of the situation, since the proposed section states that a CAR station "may not be operated solely for the purpose of supplying program material to CATV systems owned by other than the licensee of the community antenna relay station."

27. Proposed §§ 74.1031 and 74.1033 (§§ 74.1030 and 74.1031 in Appendix C below) have been revised to provide for the issuance of CAR licenses to cooperative enterprises wholly owned by CATV owners or operators and to clarify the provisions relating to contractual service. While the provisions of §§ 74.1030 and 74.1031 in their entirety will govern all new applicants, we have decided to waive the requirements of these sections for existing common carrier licensees who elect to transfer to the CAR service. Common carrier licensees having a relationship or affiliation with a CATV system which falls short of ownership and control will be eligible to be licensed in the CAR service. We have also decided to permit common carrier licensees, who elect to transfer to the CAR service, to

continue operating in this service on the business basis on which they operated in the Domestic Public Point-to-Point Microwave Radio Service, subject to all applicable statutory requirements for operating in such manner. We have reached these decisions for the following reasons.

28. When CATV systems first desired to use microwave facilities, there was no provision in the rules for private business use of microwave frequencies to relay television signals.<sup>14</sup> Accordingly, if a CATV system could not, or chose not to, use a landline carrier, there may have been no alternative but for the CATV itself to initiate the establishment of a common carrier which would be eligible for a grant of common carrier frequencies. While many of the resulting miscellaneous common carriers were interrelated with the CATV customers which led to their creation, separate business entities with some independent aspects were set up in an effort to achieve compliance with the Commission's rules. The rules have now been changed to permit direct licensing of the CATV system itself. However, at this stage it might be difficult, or even work a hardship in some instances, to undo the established business entities in order to place the microwave relay and CATV operations under common ownership and control. It might also be difficult for common carrier licensees electing to transfer to the CAR service to cease, either immediately or within a relatively short period, their present mode of business operations in the Domestic Public Point-to-Point Microwave Radio Service.

29. Section 21.709(c) of the proposed rules (§ 21.709(b) in Appendix C below) reflects our view that common carrier licensees who are unable to meet the 50 percent requirement should have an opportunity to continue their operations in the CAR service if they so desire. Under the circumstances and since the persons involved may have acted in reliance on our former rules, we think it equitable to afford "grandfather" privilege to existing licensees who elect to transfer. Accordingly, common carrier licensees with affiliated or related customers will be eligible to be licensed in the CAR service even if the interrelationship does not amount to common ownership or participation in a cooperative enterprise wholly owned by CATV systems; to use common carrier frequencies until February 1, 1971; and to continue to operate in the CAR service on their existing business basis, subject to the applicable statutory requirements governing operations of that nature. We also think it equitable to permit common carrier licensees, who have elected to transfer to the CAR service, to seek additional common carrier frequencies for the purpose of serving new, unaffiliated customers during the period prior to Feb-

<sup>14</sup> The authorization of private microwave systems in the Business Radio Service began in 1960 as a result of the Commission's decision in Docket No. 11866, Allocation of Frequencies in the Bands above 890 Mc/s, 27 FCC 359, 29 FCC 825.

ruary 1, 1971—the date on which operations not in compliance with § 21.709 of the rules must be shifted to frequencies assigned to the CAR service. While these decisions are grounded in equitable considerations, we would at the same time prefer that the CAR licensee be the owner of the CATV or a cooperative enterprise wholly owned by CATV owners or operators. Applicants transferring from the common carrier service are encouraged to apply on this basis, where no undue business disruption would result. Moreover, the exemption from the requirement for ownership of a CATV system or participation in a CATV cooperative will not be extended to new applicants in the CAR service, since they do not possess similar equities. For similar reasons, the exception permitting transferring common carrier licensees to operate in the CAR service on other than a cost sharing, nonprofit basis, will not be extended to other applicants in the CAR service.

30. In view of all the foregoing, we conclude that §§ 21.700 and 21.709 of our rules and regulations should be amended as set forth in Appendix C below. The amended rules will enable us to execute our functions more effectively, and utilize our staff more efficiently, by reducing the time required to process applications for facilities to relay television signals to CATV systems. Application backlogs resulting from case-by-case consideration of questionable showings of public need have caused action to be delayed on practically all subsequent common carrier microwave applications, thus subjecting important public services to delay. The amended rules should assist materially our efforts to eliminate such backlogs. Our action herein also is a step toward a more equitable and effective use of the limited radio frequencies which can be made available for the transmission of television broadcast signals to CATV systems. Moreover, the amended rules provide a reasonable transition period for those current common carrier licensees, who may more appropriately utilize CAR service frequencies, to shift their operations to such frequencies. In this connection, we note that no one has challenged the reasonableness of the period of transition, whereby licensees electing to transfer to the CAR service may continue to use the common carrier frequencies until February 1, 1971.

B. Part III—Non-common carrier frequency reallocation for CATV use.

#### 1. INTERIM ALLOCATION AND TECHNICAL STANDARDS

31. In Part III of this proceeding, we proposed to amend our rules to reallocate certain frequencies available for use by non-common carrier microwave stations to relay television signals to CATV systems, and to establish a new Community Antenna Relay (CAR) service. Private CATV microwave relay stations are now licensed in the Business Radio Service in the 12200-12700 Mc/s band. Specifically, it was proposed to license private CATV microwave stations only



in the lower half of the adjacent 12700-13200 Mc/s band, which is presently allocated to television auxiliary services, including television pick-up, intercity relay and studio-transmitter link (STL) stations. The CAR service would, under the proposal, share the frequencies 12700-12950 Mc/s with intercity relay, STL Stations, and television pick-up stations, with television pick-up stations prohibited from causing harmful interference to the other stations. Existing licensees in the Business Radio Service would be accorded a transition period until February 1, 1971, before being required to shift their operations to frequencies in the CAR service.

32. We proposed this reallocation as a matter of sound spectrum planning. As set forth in pars. 20-22 of the Notice, the 12200-12700 Mc/s band is allocated for use by international control stations and operational fixed stations in the Safety and Special Radio Services for point-to-point private communications systems. This is the lowest band available for all operational fixed stations in the Business Radio Service (except for some closed circuit educational television systems) and for all intracity and local operation of other Safety and Special Radio licensees (except those of Public Safety organizations and except for control and repeater stations). The eligible potential users in the Business Radio Service are numerous, including such business activities as banks, department stores, insurance companies, supermarkets and other chain store operators, all of whom have indicated to the Commission a potential need for private microwave communications facilities. Allocation of Frequencies in the Bands Above 890 Mc/s, Docket No. 11866, 27 F.C.C. 395; 29 F.C.C. 825. Other typical potential users of the 12200-12700 Mc/s band include educational institutions (for closed circuit educational television and relay systems), railroads (for terminal area operations), pipelines (for terminal and short-hop links of their transcontinental microwave systems), and power and other utility companies (for short-hop and intracity systems).

33. While CATV systems are presently one of the numerous enterprises eligible in the Business Radio Service to use frequencies in the 12200-12700 Mc/s band, we deemed it appropriate to give consideration to a possible reallocation because of the rapid increase in the number of such systems,<sup>14</sup> their extensive frequency usage, and the potential frequency requirements of other eligible users in the 12200-12700 Mc/s band. It is true, of course, as pointed out in many of the comments, that there is no present congestion in the 12200-12700 Mc/s band. However, it is significant that of the 235 transmitters now authorized in this band, 151 or 64 percent are devoted to serving CATV systems (NCTA comments, p. 52). Moreover, applications for additional frequencies for CATV use

continue to be filed at an increasing rate.

34. We do not think it consistent with sound spectrum management to permit one of numerous eligible users in a band to preempt so large a proportion of the available frequencies to the possible prejudice of future use by other applicants. The 12200-12700 Mc/s band has been available for private communications only since 1960 (with some exceptions). The number of authorizations for non-CATV use is growing, and we expect that demands for frequencies in this band will increase in the future. Moreover, in the lower operational fixed microwave bands on up to and including the 6575-6875 Mc/s band (which are used by public safety organizations, etc.), there are now pockets of congestion in various geographic areas and additional assignments in these areas will tend to be accommodated in the 12200-12700 Mc/s band.

35. As we stressed in the Notice, par. 40, it is important to plan now, before the pertinent bands become congested, how best to accommodate the future spectrum needs of CATV systems and other microwave users. The fact that CATV needs are presently growing at a much more rapid pace than those of other users makes action in advance of an actual crisis all the more imperative. Should a large number of CATV authorizations be permitted in the 12200-12700 Mc/s band, the disruption in any future reallocation necessitated by the pressure of competing demands for spectrum space would be far greater. And, it might then be necessary to accommodate CATV microwave stations in a much higher band because of intervening growth in the bands closer to the 12200-12700 Mc/s band.

36. Under the circumstances, we believe that the public interest would be better served by establishing a separate CAR service in the 12700-13200 Mc/s television auxiliary band at this time. These frequencies are adjacent to the 12200-12700 Mc/s band. There is presently no congestion, and the growth potential appears comparatively less. The television auxiliary band is a more appropriate location for CATV microwave relay stations for other reasons. As was stated in the Notice, CATV systems are part of the nation's television service and have an interrelationship with television broadcast service. See also, First Report and Order in Docket Nos. 14895 and 15233, 38 FCC 683; Notice of Inquiry and Notice of Proposed Rule Making in Docket No. 15971, FCC 65-334, 30 F.R. 6078. Since the licensing of CATV relay stations must be coordinated with our responsibilities in the television broadcasting field, the two services should be administered by the same bureau within the Commission, i.e., the Broadcast Bureau. Thus, the reallocation would improve the present situation whereby the licensing of CATV microwave facilities in the Business Radio Service is administered by the Safety and Special Radio Services Bureau, and the licensing of television broadcast and

auxiliary facilities is administered by the Broadcast Bureau.

37. The proposed rules provide for the licensing of CAR stations only in the 12700-12950 Mc/s portion of the 12700-13200 Mc/s band. The proposed limitation to one half of the television auxiliary band, or 250 Mc/s, is for two reasons. First, in Part IV of the rule making we are exploring the question of whether it is technically feasible for microwave stations to provide satisfactory service to CATVs with carrier spacings of 12.5 Mc/s, rather than the 25 Mc/s now commonly used, and thus to deliver the same number of video channels, in half the allocated spectrum space, as they could with the wider spacings in a 500 Mc/s allocation. In addition, the Commission is concerned as to whether the entire 12700-13200 Mc/s band might be preempted by CAR licensees at particular geographic points, leaving no frequencies available in this band for television auxiliary use or making such use by other licensees much more difficult from an engineering standpoint.

38. Some of the comments on Part III claim that the proposed allocation of 250 Mc/s is inadequate and that no reallocation action should be taken until the technical standards involved in Part IV have been determined. It is obviously impossible for us to reach any decision at this stage, prior to the receipt and full consideration of comments on these matters, as to how much of the band will ultimately be allocated for CATV use or what number of frequencies would be adequate. However, as an interim measure until Part IV is resolved, the CAR service will be placed in the lower half of the television auxiliary band on a primary co-equal basis with intercity relay and STL Stations (with television pickup stations having secondary status). The interim technical standards for CAR operation will be the same as those presently governing television auxiliary stations in the band.

39. We do not believe that this course of action is inequitable or will work an economic hardship on existing CATV microwave licensees or future new applicants. Existing licensees in the Business Radio Service may remain on their authorized frequencies and seek modifications of their existing facilities in that service until February 1, 1971. They will also continue to operate under the technical standards governing the Business Radio Service as long as they are using frequencies in the 12200-12700 Mc/s band. Since the total amount of the CAR allocation and the ultimate technical standards for the CAR service will be determined long before February 1, 1971, the fact that our present action is taken in advance of these determinations will have no practical effect on existing licensees in the Business Radio Service. Such licensees will have had a full opportunity to be heard on the adequacy of a 250 Mc/s allocation and the proposed technical standards for the CAR service in the proceedings on Part IV before rules are adopted which would affect their operations after February 1.

<sup>14</sup> See Notice of Inquiry and Notice of Proposed Rule Making in Docket No. 15971, F.C.C. 65-334, 30 F.R. 6078.



1971. Moreover, as set forth in pars. 25-29 above, licensees transferring to the CAR service from the Domestic Public Point-to-Point Microwave Radio Service need not make the election accorded by § 21.709(b) of the appended rules until sixty days after a Report and Order on Parts II and IV of this proceeding and may utilize common carrier frequencies under the technical standards governing those frequencies until February 1, 1971. Thus, such licensees likewise will have had an opportunity to be heard in full on the unresolved matters at issue in Part IV of this proceeding before making any election or shifting their operations to CAR frequencies.

40. Since the CAR frequencies are adjacent to those now available in the Business Radio Service, the reallocation should be of little consequence to new applicants. We expect that 250 Mc/s will be sufficient to meet the needs of most new applicants during the interim period. In the event that the interim allocation does not appear adequate in some instances the question of a possible accommodation on adjacent frequencies will be considered on a case-by-case basis. Thus, we would give favorable consideration to a request by any applicant for authority to operate under either of the technical standards alternatively proposed in Part IV, in order to maximize the number of video channels which could be delivered within a 250 Mc/s allocation. In the alternative, upon an appropriate showing, we would consider requests for a waiver of the rule to permit use of such adjacent frequencies in the upper portion of the 12700-13200 Mc/s band as might be required to supplement the interim CAR allocation.

41. Potential applicants have been on notice since this proceeding was instituted in August 1964 that the Commission was considering the technical standards proposed in Part IV and that grants would be made subject to any rules adopted. Thus, all new applications since that time have been filed with knowledge that the ultimate technical standards are uncertain and that operational changes may be required to conform to whatever standards are adopted. Our present action changes this situation only in one respect. Whereas grants made since August 1964 in the Business Radio Service come within the February 1, 1971, transition period, new grants made in the CAR Service after the effective date of this order will be subject to the provisions of our further Report and Order in Part IV of this proceeding as to the time when the ultimate technical standards will become effective.

42. We need not decide now when such ultimate technical standards will be applied to CAR applicants granted in the period between the effective date of this Order and the conclusion of Part IV. Such applicants may have an opportunity to purchase some items of equipment which can be converted from operation under the interim standards to operation under the proposed standards, and thus to minimize the cost of any

conversion which may ultimately be required. If major changes in authorized systems should become necessary, we anticipate that a suitable amortization period will be provided.

43. In light of all the foregoing, we conclude that the public interest would be best served by establishing the CAR service in the 12700-12950 Mc/s portion of the 12700-13200 Mc/s band at this time, and that it is reasonable and feasible to take such action in advance of a resolution of Part IV of this proceeding. Accordingly, on and after the effective date of the order herein, applications for new facilities used to relay television and radio signals to CATV systems will not be accepted in the Business Radio Service. Pending applications on file prior to the effective date will be processed in the Business Radio Service. We turn now to the comments of the parties on various substantive provisions of the proposed rules to govern the CAR service.

## 2. SUBSTANTIVE PROVISIONS OF THE CAR SERVICE RULES

### *Cooperative or contractual CAR service; interconnection*

44. Even where opposition was otherwise expressed to the rule making involved in Parts I and III of this proceeding, the comments generally favored the provision for cooperative or contractual service set forth in par. 28 of the Notice and § 74.1031 of the proposed CAR service rules. Proposed § 74.1031 states that CAR stations are "essentially intended for use by owners of" CATV systems to "relay television programs from the point of television broadcast reception to CATV distribution systems," but that "CAR licensees are not precluded from interconnecting their facilities with those of CAR or common carrier licensees." Paragraph (b) of the same section provides:

The program material transmitted over a community antenna relay system shall be intended for use by one or more CATV systems owned and controlled by the licensee of the community antenna relay station. The same program material may be supplied to other CATV systems. However, a community antenna relay station may not be operated solely for the purpose of supplying program material to CATV systems owned by other than the licensee of the community antenna relay station, and may not be operated on a common carrier for hire basis.

45. As set forth in par. 28 of the Notice, it was contemplated that CAR licensees "would be permitted, but not required" to serve other than their own CATV systems and to interconnect their facilities with those of CAR or other licensees. While the proposal constitutes a departure from present practice in the Business Radio Service,<sup>15</sup> it seemed worth exploring for the CAR service. The provision for cooperative or contractual

<sup>15</sup> See Allocation of Frequencies in the Bands above 890 Mc/s, 27 FCC 359, 407-408. Arrangements of this nature are permitted for some mobile and fixed stations in the Safety and Special Radio Services (see, e.g., §§ 89.13 and 91.6 of the Commission's rules).

service might conserve spectrum space by reducing the number of CAR authorizations and frequencies required to meet the needs of CATV systems.

46. Several parties commenting in favor of the proposal urged us to go further and not merely permit interconnection, but require CAR or common carrier licensees to interconnect upon request. We do not think it appropriate to incorporate such a provision in the rules governing CAR licensees. Requiring CAR licensees to serve other than their own CATV systems or to interconnect, simply upon request, would be inconsistent with the prohibition against operating in the CAR service on a common carrier for hire basis. Any such operations should be conducted in the Domestic Public Point-to-Point Microwave Service under the traditional safeguards for common carrier service to the public. Our proposal to allow cooperative or contractual service contemplates that this may be undertaken where a mutually satisfactory cost-sharing or cooperative arrangement has been reached through negotiation by the persons concerned.

47. We shall accordingly leave it up to the individual CAR applicant or licensee to decide initially whether he wishes to engage in cooperative or contractual operations, or to interconnect with other CAR licensees, subject only to the usual qualification that CAR operations must be conducted consistently with the public interest. The refusal of a CAR licensee to cooperate or interconnect on reasonable terms might, in some instances, raise a relevant public interest question for consideration in license renewal proceedings, e.g., if common carrier service were unavailable in the particular area and the remaining frequencies in the CAR service available for assignment in the area were insufficient to accommodate fully a new proposed use.<sup>16</sup>

48. With respect to interconnection between CAR licensees and common carriers, a different situation may prevail. We recognize that common carrier interconnection with CAR licensees, upon a request for common carrier service, might avoid unnecessary duplication of facilities and hence achieve a more efficient utilization of spectrum space. It would obviously be undesirable, if not entirely impracticable, to authorize frequencies for the use of each of a large number of CAR licensees in order to permit each to relay entirely over its own facilities the same signals proposed to be relayed by the others over substantially the same routes. For example, we could not authorize frequencies to each of hundreds of CATV systems located west of the Mississippi for private, duplicating microwave facilities into Chicago, New York or other major cities in order to obtain the signals of independent television stations in those cities. The long-distance relay of television signals should

<sup>16</sup> We would review any complaint of a patently unreasonable refusal to cooperate or interconnect in accordance with our usual procedures with respect to complaints against licensees.



usually be on common carrier facilities.<sup>37</sup> And, ordinarily, CAR systems should not duplicate each other's facilities. It may be that CAR facilities would be more appropriately utilized to forward signals to CATV systems located away from the common carrier routes or to obtain relatively nearby "off-the-air" television broadcast signals.

49. At present the tariffs of the miscellaneous common carriers do not prohibit such interconnection. However, the tariffs of those landline carriers who offer television program transmission service do generally prohibit the interconnection of their facilities with those of others. Although we recognize the problems presented by the comments in this respect, we are unable to resolve them definitively in the context of this rule making. The matter does, however, appear worth exploring. We shall consider such problems, and, if further action appears to be required, we will take such further action as may be appropriate under the circumstances.

50. Apart from the matter of interconnection, a further question was raised in the comments with respect to the language in proposed § 74.1031(a) that CAR stations are "essentially intended for use by the owners of community antenna television (CATV) distribution systems to relay television programs from the point of television broadcast reception to CATV distribution systems." One party suggests that the word "essentially" implies that CAR stations may be employed by other than CATV owners for uses other than service to CATV systems. We agree that the section needs clarification as to the basis on which cooperative arrangements will be permitted in the CAR service. Accordingly, we are revising proposed §§ 74.1031 and 74.1033 (§§ 74.1030 and 74.1031 in Appendix C) to provide explicitly that CAR licenses may be issued to CATV owners or operators and to cooperative enterprises wholly owned by CATV owners or operators. As revised, § 74.1030 further provides that the program material transmitted over a CAR system shall be solely for use by one or more CATV systems and that the CAR system shall supply program material to CATV systems only in the following circumstances:

(1) Where the licensee of the CAR system is owner or operator of the CATV systems supplied with program material; or

(2) Where the licensee of the CAR system supplies program material to CATV systems either without charge or on a non-profit, cost-sharing basis pursuant to a written contract between the parties involved which provides that the CAR licensee shall have exclusive control over the operation of the community antenna relay stations licensed to him and that contributions to capital and operating expenses are accepted only on a cost-sharing, non-profit basis, pro-rated on an equitable basis among all CATV systems being supplied with program material in whole or in part. Records showing the cost of the service and its non-profit, cost-sharing nature shall be maintained by the CAR licensee and held available for inspection by the Commission.

Provisions have also been added which require the filing of a notification with the Commission thirty days prior to commencing any service not specified in the license application or in a prior notification (§ 74.1030(e)), and the filing of annual reports with the Commission with respect to any contractual service on a cost-sharing, non-profit basis (§ 74.1030(f)).

51. However, we are making two exceptions to the foregoing provisions and are proposing further rule making with respect to a third. First, for the reasons discussed in pars. 25-29 above, a new paragraph (g) has been added to § 74.1030 giving grandfather rights in the CAR service to licensees transferring from the common carrier service. This paragraph states that the provisions of § 74.1030 (b) and (d) and of § 74.1031 (a) shall not apply to a licensee who has been licensed in the CAR service pursuant to § 21.709, except that § 74.1030 (d) shall apply to facilities added or CATV systems first served after February 1, 1966. Otherwise, the requirements contained in these provisions will pertain in full to grants in the CAR service.

52. Second, one party urges that the rules should clearly state that the new service is intended for the relay of both visual and related audio signals from television broadcast stations to CATV's and that not all portions of the proposed rules reflect this, some referring only to video signals. The suggestion is worthwhile. In addition, it is urged that, since some microwave relay stations now carry signals of standard or FM broadcast stations to CATV systems, the CAR service should provide for the relay of such signals. We agree. Since we are providing a new "home" for private CATV microwave operations, the home should accommodate all of the signals which CATV's presently distribute to the public. The rules which we adopt are in line with the foregoing suggestions.<sup>38</sup>

53. And, third, it has occurred to us that spectrum space might be conserved,

and duplication of facilities avoided, in some instances if CATV systems or television broadcast stations, which operate in fairly close proximity and obtain program material by microwave relay, were permitted to supply the same program material to each other and to interconnect their relay facilities. In the First Report and Order in Docket Nos. 14895 and 15233, 38 FCC 683, we determined that the public interest is best served when CATV systems and television broadcast stations operate in a complementary and coordinated manner to the end of achieving maximum television service to all people of the United States (pars. 40-48). There may be instances where a supplementary signal obtained through CAR facilities could appropriately be supplied to television stations located on or near the microwave route and thus obviate the necessity of having the station build duplicate intercity relay facilities over much or all of the same route in order to obtain the same signal. Conversely, if a television station has obtained program material by intercity relay facilities, there may be instances where the same program material could appropriately be supplied to CATV systems located in the vicinity of the microwave route (possibly through interconnection with CAR facilities) e.g., in areas where "off-the-air" pickup of the station's broadcast signal is not feasible. Cooperative arrangements on a cost-sharing basis might result in greater over-all television service to the public, at less cost to both the CATV operator and the television broadcast licensee. Moreover, since the CAR service is sharing frequencies used by television intercity relay stations, cooperation to avoid duplication of facilities might achieve more efficient spectrum usage or even prove necessary to accommodate all frequency requirements in a particular geographic area within the available spectrum space.

54. Since no proposal of this nature was made in the Notice of Proposed Rule Making in this proceeding, we have not had the benefit of the comments of interested persons and are not in a position to adopt rules at this time. However, the matter seems worthy of inquiry. Accordingly, notice is hereby given of proposed rule making to this effect, and interested persons are invited to submit comments. It is contemplated that any rules adopted would be along lines similar to the rules adopted herein for voluntary, cost-sharing service to CATV systems owned by other than the CAR licensee, and that public interest considerations of the nature discussed in par. 47 above would apply. In addition to comments on this matter, interested persons may address themselves to the provisions of § 74.1030 of the rules (Appendix C) concerning cooperative arrangements among CATV systems. In light of any such comments, amendments to this section may be made by further order of the Commission in this proceeding.

<sup>37</sup> In discussing this aspect of the long-distance relay of television signals to CATV systems in this proceeding, it is not intended to prejudice or affect the issues in Part II (pars. 39-58) of the Notice of Inquiry and Notice of Proposed Rule Making in Docket No. 15971, FCC 65-334, 30 P.R. 6078. We are simply concerned here with the establishment of a frequency allocation structure that would not preclude accommodation of any future relay service to CATV's which might be found in the public interest. If long-distance relays were to be authorized under appropriate conditions, an efficient allocation basis might be a backbone structure of trunk routes on common carrier facilities interconnected with side spur facilities (authorized either to carrier or CAR licensees) to distribute the signals to individual CATV systems.

<sup>38</sup> Here, again, it is not intended to prejudice or to affect the issues in Part II (par. 63) of the Notice of Inquiry and Notice of Proposed Rule Making in Docket No. 15971, FCC 65-334, 30 P.R. 6078.



### 3. OTHER MATTERS

55. In footnote 4 of the Notice we stated that while we were concerned about the possible adverse impact that grants for microwave facilities serving CATV systems might have on local television stations, the problem was being considered in Docket Nos. 14895 and 15233 and thus would not be considered in this proceeding.<sup>19</sup> In the meantime, on April 23, 1965, we issued the First Report and Order in these dockets (38 FCC 683) adopting rules with respect to the carriage and nonduplication of local stations on microwave-served CATV systems. The First Report and Order recognized the pendency of this proceeding and the proposed creation of the CAR service, stating (par. 160): "If such a proposal is adopted, we will apply the rules here adopted to the new CARS [sic] Service without further rule making proceedings."

56. Accordingly, in place of the general provision in proposed § 74.1033, we will incorporate in the CAR service rules the substantive provisions of the rules adopted in Docket Nos. 14895 and 15233.<sup>20</sup> Consistent with the intent of pars. 6 and 161 of that First Report and Order, these provisions of the CAR rules will be effective on and after November 22, 1965, as to all applications in the CAR service filed on or after November 22, 1965, with the following exceptions. Such provisions will not be effective as to existing operations of licensees transferring to the CAR service pursuant to § 21.709(b) of the rules until such time as they are made effective as to existing miscellaneous common carrier operations in the Domestic Public Point-to-Point Microwave Radio Service, unless §§ 21.710-21.714 are already effective as to such transferring licensee. Nor will such provisions be effective, pending further order of the Commission, where a transferring licensee serving an affiliated or related CATV system files an application for assignment of license or transfer of control merely in order that the CAR licensee may be the owner of the CATV system, unless §§ 21.710-21.714 are already effective as to such transferring licensee. (See par. 29 above.)

### CONCLUSION

57. Authority for the rules adopted and the rule making instituted herein is contained in Sections 4(l) and (j), 303(a), (b), (c), and (r), and 307(b) of the Communications Act of 1934, as amended.

58. Accordingly, *It is ordered*, This 13th day of October 1965, That Parts 2, 21, 74 and 91 of the Commission's Rules and Regulations are amended as set forth in Appendix C below, effective November 22, 1965: *Provided*, That

<sup>19</sup> As further stated in footnote 4 of the Notice, this proceeding is not in any way intended to be concerned with, or to affect, the question of whether there is a property right in the broadcast signals carried. See also, First Report and Order in Docket Nos. 14895 and 15233, par. 56, footnote 32, par. 159.

<sup>20</sup> This will necessitate some renumbering of the proposed rules.

§§ 74.1031(c) and 74.1033 of Part 74 are not effective, pending further order of the Commission, as to applications filed in the Community Antenna Relay Service pursuant to § 21.709(b) of Part 21, unless §§ 21.710-21.714 are already effective as to such applicants.

59. *It is further ordered*, That this proceeding is terminated as to the amendments to Parts 21 and 91 of the Commission's Rules and Regulations adopted herein, but is not terminated with respect to the further amendments to Part 21 proposed in section II of the Notice of Proposed Rule Making in this docket.

60. *It is further ordered*, That this proceeding is not terminated insofar as the rules adopted in Part 74, Subpart J, of the Commission rules and regulations are concerned, and that in light of comments and reply comments pertaining to section IV of the Notice of Proposed Rule Making in this docket and on the matters involved in the Further Notice herein, amendments to these rules may be made.

61. *It is further ordered*, That the various requests in the pleadings listed in Appendix B below, to the extent that they may not have been granted in part or denied in the Notice of Inquiry and Notice of Proposed Rule Making in Docket No. 15971, FCC 65-334, 30 F.R. 6078, are otherwise denied.

62. All interested persons are invited to file written comments on the rule amendments proposed in pars. 53-54 on or before November 15, 1965, and reply comments on or before December 6, 1965. In reaching its decision on these matters, the Commission may also take into account any other relevant information before it, in addition to the comments invited by this further Notice.

63. In accordance with the provisions of § 1.419 of the Commission's rules and regulations, an original and 15 copies of all comments, replies, pleadings, briefs, or other documents filed in this proceeding shall be furnished the Commission.

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

Released: October 18, 1965.

FEDERAL COMMUNICATIONS  
COMMISSION,<sup>21</sup>

[SEAL] BEN F. WAPLE,  
Secretary.

### Appendix A

#### LIST OF PERSONS SUBMITTING COMMENTS REGARDING PARTS I AND III OF NOTICE OF PROPOSED RULE MAKING

Alabama Microwave, Inc.  
American Broadcasting Co.  
American Microwave Communications, Inc.  
American Telephone & Telegraph Co.\*  
Andrews Tower Rentals, Inc.  
Antennavision Service Co., Inc.  
Arizona Micro-wave System Co.  
Carter Mountain Transmission Corp.  
Central Micro-wave, Inc.  
Ceracche & Co., Inc.  
Collier Electric Co.

<sup>21</sup> Commissioner Hyde absent; Commissioner Bartley dissenting and issuing a statement (filed with the original document).

Columbia Basin Microwave Co.  
D. H. Overmyer.  
Dorate, Inc.  
East Texas Transmission Co.  
Eastern Microwave, Inc.  
Eastern Shore Microwave Relay Co.  
Golden West Communications.\*  
Great Plains Microwave Co.  
Hi-Desert Microwave, Inc.  
Idaho Microwave, Inc.  
Jerrold Electronics Corp.\*  
Keystone Microwave Association.  
Laredo Microwave, Inc.  
Meredith-Avco, Inc.  
Microrelay of New Mexico, Inc.  
Midcontinent Broadcasting Co.\*  
Midwest Microwave, Inc.  
Minnesota Microwave, Inc.  
Modern Electronics Co.  
National Association of Broadcasters.  
National Association of Microwave Common Carriers, Inc.\*  
National Community Television Association, Inc.\*  
North Canadian Microwave Co., Inc.  
Northco Microwave, Inc.  
Northern Microwave Service, Inc.  
Ozona Television System.  
Penn Microwave Co., Inc.  
Penn Service Microwave Co.  
Pilot Butte Transmission Co.  
Potomac Valley Television Corp.  
Service Electric Co.  
Soo Micro Co.  
Southwest Texas Transmission Co.  
Teleplex Microwave Systems, Inc.  
Teleprompter Transmission of Kansas, Inc.  
Teleprompter Transmission of New Mexico, Inc.  
Teleprompter Transmission of Oregon, Inc.  
Television Networks.  
Television Accessory Manufacturers' Institute.  
The Western Union Telegraph Co.  
Tower Communication Systems Corp.  
Trans-Muskingham, Inc.  
Tri-State TV Translator Association.  
Upper Peninsula Microwave Co.  
Video Service Co.\*  
Western TV Relay, Inc.\*

### Appendix B

The following pleadings filed with the Commission bear the caption of this proceeding, as well as the captions of other proceedings (e.g., Docket Nos. 14895, 15233, 15415, and RM-672):

Statement in Support of American Broadcasting Co., Petition for Commission Regulation of the Carriage of Television Signals by Community Antenna Television Systems, and Petition for Suspension of Commission Action on Applications and Proceedings Involving Community Antenna Television Systems, filed by Television Accessory Manufacturers' Institute (TAME);

Reply to Comments filed by Television Accessory Manufacturers' Institute, filed by the National Community Television Association, Inc. (NCTA).

Petition for Consolidation of Proceedings and Assertion of Jurisdiction Over Community Antenna Television Systems, filed by Westinghouse Broadcasting Company, Inc. (Westinghouse).

Motion in Support of Petition for Consolidation of Proceedings and In Opposition to Assertion of Jurisdiction Over Community Antenna Television Systems, filed by NCTA.

Petition for Institution of Immediate Freeze, filed by D. H. Overmyer.

An untitled pleading filed by Tri-State TV Translator Association (Tri-State).

(\*) Indicates those also submitting Reply Comments.



## Appendix C

## I. Part 2 is amended as follows:

1. Section 2.1 is amended by adding the following definitions in appropriate alphabetical sequence:

## § 2.1 Definitions.

**Community antenna relay service.** A fixed service, the stations of which are used for the transmission of television and related audio signals, and signals of standard and FM broadcasting stations, to a terminal point from which the signals are distributed to the public by cable.

**Community antenna relay station.** A fixed station in the community antenna relay service.

2. In § 2.106, the Table of Frequency Allocations is amended in columns 7, 8, and 9 for the frequency bands 12200-12700 and 12700-13200 Mc/s, and two new NG footnotes are added as follows:

## § 2.106 Table of frequency allocations.

Band Mc/s	Service	Class of station
7	8	9
12200-12700 (NG52)	FIXED	International control, Operational fixed.
12700-12950	FIXED	Community Antenna Relay.
	MOBILE	Television Intercity Relay, Television Pickup (NG53), Television STL, Television Pickup, Television STL.
12950-13200 (NG11)	FIXED	
	MOBILE	

NG52 Stations used to relay television signals to community antenna television systems, which are authorized to operate in the band 12,200-12,700 Mc/s on November 22, 1965, may continue to be authorized to so operate until February 1, 1971, under the conditions specified in that license.

NG53 In the band 12,700-12,950 Mc/s, television pickup stations shall not cause harmful interference to community antenna relay, television intercity relay and television STL stations.

II. Part 21—Domestic Public Radio Services (Other Than Maritime Mobile) is amended as follows:

1. Section 21.700 is amended to read as follows:

## § 21.700 Eligibility.

Authorizations for stations in this service will be issued to existing and proposed communication common carriers. Applications will be granted only in cases where it is shown that (a) the applicant is legally, financially, technically and otherwise qualified to render the proposed service, (b) there are frequencies available to enable the applicant to render a satisfactory service, and (c) the public interest, convenience or necessity would be served by a grant thereof. In addition, applications for stations to be used to relay television signals to community antenna television systems must include a showing that at least 50 percent of the customers (on the microwave system involved), including customers of any interconnecting carrier(s), re-

ceiving applicant's service are unrelated and unaffiliated with the applicant, and that the proposed usage by such customers, in terms of hours of use and channels delivered, constitutes at least 50 percent of the usage of applicant's microwave system. Applications which do not contain the showing required by this section will be returned as unacceptable for filing.

2. Section 21.709 is revised to read:

## § 21.709 Renewal of station licenses.

(a) An application for renewal of a license of a station in the Domestic Public Point-to-Point Microwave Radio Service used to relay television signals to community antenna television systems must include a showing that at least 50 percent of the customers (on the microwave system involved), including customers of any interconnecting carrier(s), receiving applicant's service are unrelated and unaffiliated with the applicant, and that the usage by such customers, in terms of hours of use and channels delivered, constitutes at least 50 percent of the usage of applicant's microwave system. Applications which do not contain the showing required by this section will be returned as unacceptable for filing.

(b) Applicants whose licenses expired on February 1, 1961, or 1963, and who have renewal applications pending before the Commission, or presently authorized common carrier licensees whose licenses will expire on February 1, 1966, who serve affiliated or related customers may become licensees in the Community Antenna Relay Service upon application therein and be granted a waiver of the Commission's rules so that they may be authorized to continue to use common carrier frequencies under the technical standards applicable to such frequencies until February 1, 1971, if they elect to do so. Such election must be made and an application filed in the Community Antenna Relay Service within sixty (60) days after the issuance of a Report and Order on Parts II and IV of Docket No. 15586. Pending such election time, renewal applications which do not comply with the provisions of paragraph (a) of this section will be granted only for such period of time as is necessary to preserve the opportunity for election. The license issued in the Community Antenna Relay Service will not be renewable on the common carrier frequencies. Applications for renewal of such licenses shall be filed for frequencies assigned to the Community Antenna Relay Service.

III. Part 74 is amended as follows:

1. Section 74.1(c) is amended by adding a new subparagraph (4) to read as follows:

## § 74.1 Services covered by this part.

(c) \* \* \*

(4) Community antenna relay stations (Subpart J).

2. Section 74.15 is amended by adding a new subparagraph (g) to read as follows:

## § 74.15 License period.

(g) Licenses for community antenna relay stations will be issued for a period not to exceed five years. On and after February 1, 1966, licenses for community antenna relay stations ordinarily will be issued for a period expiring on February 1, 1971, and, when regularly renewed, at five year intervals thereafter. When a license is granted subsequent to the last renewal date for the community antenna relay class of stations, the license will be issued only for the unexpired period of the current license term of such class. The license renewal date applicable to this class of stations may be varied as necessary to permit the orderly processing of renewal applications, and individual station licenses within the class may be granted or renewed for a shorter period of time than that generally prescribed for the class, if the Commission finds that public interest, convenience, and necessity would be served by such action.

3. Section 74.602(f) is amended to read as follows:

## § 74.602 Frequency assignment.

(f) The use of frequencies in the bands 1990-2110 Mc/s, 6875-7125 Mc/s and 12,950-13,200 Mc/s by television intercity relay stations shall be on a secondary basis, i.e., subject to the condition that no harmful interference is caused to stations operating in accordance with the table of frequency allocations in § 2.106 of this chapter. In the band 12,700-12,950 Mc/s, television pickup stations shall not cause harmful interference to community antenna relay, television intercity relay and television STL stations.

4. A new Subpart J is added to read as follows:

## Subpart J—Community Antenna Relay Stations

## DEFINITIONS AND ALLOCATION OF FREQUENCIES

Sec.	Definitions.
74.1001	Frequency assignments.
74.1003	Interference.
ADMINISTRATIVE PROCEDURE	
74.1007	Cross reference.
LICENSING POLICIES	
74.1030	Purpose and permissible service.
74.1031	Eligibility and contents of application.
74.1033	Licensing requirements.
74.1035	Remote control operation.
74.1037	Unattended operation.
74.1039	Power limitations.
74.1043	Antennas.

## EQUIPMENT

74.1050	Equipment and installation.
74.1053	Equipment changes.

## TECHNICAL OPERATION

74.1061	Frequency tolerance.
74.1063	Frequency monitors and measurements.
74.1067	Time of operation.
74.1069	Station inspection.
74.1071	Posting of station and operator licenses.
74.1073	Operator requirements.
74.1075	Marking and lighting of antenna structures.



Sec.  
74.1077 Additional orders.  
74.1079 Copies of rules.

OPERATION

74.1081 Logs.  
74.1083 Retransmissions.

SUBPART J—COMMUNITY ANTENNA RELAY STATIONS

DEFINITIONS AND ALLOCATION OF FREQUENCIES

§ 74.1001 Definitions.

(a) *Community Antenna Relay (CAR) Station.* A fixed station used for the transmission of television signals and related audio signals, and signals of standard and FM broadcast stations, from the point of reception to a terminal point from which the signals are distributed to the public by cable.

(b) *Attended operation.* Operation of a station by a qualified operator on duty at the place where the transmitting apparatus is located with the transmitter in plain view of the operator.

(c) *Unattended operation.* Operation of a station by automatic means whereby the transmitter is turned on and off and performs its functions without attention by a qualified operator.

(d) *Remote control operation.* Operation of a station by a qualified operator on duty at a control position from which the transmitter is not visible but which control position is equipped with suitable control and telemetering circuits so that the essential functions that could be performed at the transmitter can also be performed from the control point.

(e) As used in §§ 74.1031 and 74.1033,

(1) *Community antenna television system.* The term "community antenna television system" ("CATV system") means any facility which receives and amplifies the signals transmitting programs broadcast by one or more television stations and redistributes such signals by wire or cable to subscribing members of the public, but such terms shall not include (i) any such facility which serves fewer than fifty subscribers, or (ii) any such facility which serves only the residents of one or more apartment dwellings under common ownership, control, or management, and commercial establishments located on the premises of such an apartment house.

(2) *Television station; television broadcast station.* The terms "television station" and "television broadcast station" mean any television broadcasting station operating on a channel regularly assigned to its community by § 73.606 of this chapter but shall not include boosters, repeaters or translator television stations, unless such facilities carry the programming of a station within whose Grade B contour a relevant CATV system operates or proposes to operate, in whole or in part, in which event such facilities shall be deemed extensions of the originating station.

(3) *Principal community contour.* The term "principal community contour" means the signal contour which a television station is required to place over

its entire principal community by § 73.685(a) of this chapter.

(4) *Grade A and Grade B contours.* The terms "Grade A contour" and "Grade B contour" mean the field intensity contours defined in § 73.683(a) of this chapter.

(5) *Network programming.* The term "network programming" means the programming supplied by a national television network organization.

(6) *Substantially duplicated.* The term "substantially duplicated" means regularly duplicated by the network programming of one or more other stations, singly or collectively, in a normal week during the hours of 6 to 11 p.m., local time, for a total of 14 or more hours.

(7) *Priority.* The term "priority" means the priority among stations established in § 74.1033.

(8) *Independent station.* The term "independent station" means a television station which is not affiliated with any national television network organization.

§ 74.1003 Frequency assignments.

(a) Pending a final decision in Docket No. 15586, the following frequencies may be assigned to community antenna relay stations:

	Mc/s
12700-12725	12825-12850
12725-12750	12850-12875
12750-12775	12875-12900
12775-12800	12900-12925
12800-12825	12925-12950

(b) In the band 12,700-12,950 Mc/s, television pickup stations shall not cause harmful interference to CAR, television intercity relay, and television STL stations.

(c) An application for a CAR station shall be specific with regard to the frequency or frequencies requested.

§ 74.1005 Interference.

(a) Applicants for community antenna relay stations shall endeavor to select an assignable frequency or frequencies which will be least likely to result in interference to other licensees in the same area.

(b) Applicants for community antenna relay stations shall take full advantage of all known techniques, such as the geometric arrangement of transmitters and receivers, the use of minimum power required to provide the needed service, and the use of highly directive transmitting and receiving antenna systems, to prevent interference to the reception of television STL, television intercity relay, and other CAR stations.

ADMINISTRATIVE PROCEDURE

§ 74.1007 Cross-reference.

See §§ 74.11 to 74.16.

LICENSING POLICIES

§ 74.1030 Purpose and permissible service.

(a) Community antenna relay stations are authorized to relay television programs (visual and audio), and standard

and FM broadcast station programs, from the point of reception of the broadcast to a point of reception by or in connection with community antenna television systems (CATV). CAR licensees may interconnect their facilities with those of other CAR or common carrier licensees.

(b) Community antenna relay station licenses may be issued to CATV owners or operators and to cooperative enterprises wholly owned by CATV owners or operators.

(c) Program material shall be transmitted over a community antenna relay system solely for use by one or more CATV systems.

(d) Community antenna relay systems shall supply program material to CATV systems only in the following circumstances:

(1) Where the licensee of the CAR is owner or operator of the CATV systems supplied with program material; or

(2) Where the licensee of the CAR supplies program material to CATV systems either without charge or on a non-profit, cost-sharing basis pursuant to a written contract between the parties involved which provides that the CAR licensee shall have exclusive control over the operation of the community antenna relay stations licensed to him and that contributions to capital and operating expenses are accepted only on a cost-sharing, nonprofit basis, prorated on an equitable basis among all CATV systems being supplied with program material in whole or in part. Records showing the cost of the service and its nonprofit, cost-sharing nature shall be maintained by the CAR licensee and held available for inspection by the Commission.

(e) A licensee shall file a notification with the Commission thirty (30) days prior to supplying program material to any CATV system that has not been specified in its license application or in a prior notification to the Commission containing the following information:

(1) A copy of the contract between the parties pursuant to which the program material will be supplied;

(2) Network and station origin of the signals to be transmitted;

(3) Location of the point at which reception will be made;

(4) Location of intermediate relay stations in the system through which the signal will be transmitted;

(5) Location of the relay station which will supply the program material to the CATV system;

(6) Name of each community to be served by the CATV system;

(7) Current number of subscribers of the CATV system; and

(8) Identity of the owner or owners of the CATV system.

The CAR licensee may institute the service described in such notification thirty days after filing unless the Commission during that period notifies the licensee that the information supplied is inadequate or that the proposed service is not authorized under these rules, and



the licensee shall then have the right to amend or file another notification to remedy the inadequacy or defect and to institute the service thirty days thereafter, or at such earlier date as the Commission may set upon finding that the inadequacy or defect has been remedied.

(f) Each licensee providing program material to a CATV system pursuant to paragraph (d) (2) of this section shall file an annual report with the Commission within ninety days of the close of its fiscal year containing:

(1) A financial statement of such operations in sufficient detail to show compliance with the requirements of this section;

(2) The names of those who have shared the use of the licensed facilities;

(3) A brief statement as to the use of the facilities made by each person sharing the use and an estimate of the approximate percentage of use by each participant; and

(4) Any change in the items previously reported to the Commission in the application for the license or in a notification under this section.

(g) The provisions of paragraphs (b) and (d) of this section and § 74.1031(a) shall not apply to a licensee who has been licensed in the CAR service pursuant to § 21.709 of this chapter, except that paragraph (d) of this section shall apply with respect to facilities added or CATV systems first served after February 1, 1966.

#### § 74.1031 Eligibility and contents of application.

(a) A license for a community antenna relay station will be issued only to the owner of a CATV system or to a cooperative enterprise wholly owned by CATV owners or operators upon a showing that applicant is qualified under the Communications Act of 1934, that frequencies are available for the proposed operation, and that the public interest, convenience and necessity will be served by a grant thereof.

(b) An application for a new community antenna relay station or for changes in the facilities of an existing station shall specify the call sign and location of any television, standard and FM broadcast station or stations to be received, the location of the point at which reception will be made, the number and location of any intermediate relay stations in the system, the location of the terminal receiving point(s) in the system, the name or names of the communities to be served by the CATV system or systems to which the programs will be delivered, the current number of subscribers of each such CATV system, and the name of any other CAR licensee to whom the same programs will be delivered through interconnection of facilities.

(c) An application for any authorization subject to § 74.1033 shall contain a statement that the applicant(s) have notified the licensee or permittee of any television broadcast station, within whose predicted Grade B contour the

CATV system(s) served or to be served operate or will operate, in whole or in part, of the filing of the application. Such statement shall be supported by copies of the letters of notification directed to such television broadcast licensees or permittees. The notice shall include the fact of intended filing by the applicant(s), identification of each CATV system served or to be served under the authorization sought, identification of the community served or to be served by each such CATV system and the television, standard broadcast and FM station(s) whose programs will be distributed by each such CATV system.

NOTE 1: As used in § 74.1031(c), the term "predicted Grade B contour" means the field intensity contour defined in § 73.683(a) of this chapter, the location of which is determined exclusively by means of the calculations prescribed in § 73.684 of this chapter.

#### § 74.1033 Licensing requirements.

Authorizations (including initial grants, modifications, assignments or transfers of control, and renewals) in the Community Antenna Relay Service to construct or operate point-to-point operational fixed stations to relay television signals to community antenna television systems (CATV systems), either directly or indirectly, will contain the following conditions:

(a) *Stations required to be carried.* Within the limits of its channel capacity, any such CATV system shall carry the signals of operating or subsequently authorized and operating television broadcast stations in the following order of priority, upon the request of the licensee or permittee of the relevant station:

(1) First, all commercial and non-commercial educational stations within whose principal community contours the systems operates, in whole or in part;

(2) Second, all commercial and non-commercial educational stations within whose Grade A contours the system operates, in whole or in part; and

(3) Third, all commercial and non-commercial educational stations within whose Grade B contour the system operates, in whole or in part.

(b) *Exceptions.* Notwithstanding the requirements of paragraph (a) of this section,

(1) The system need not carry the signal of any station, if (i) that station's network programming is substantially duplicated by one or more stations of higher priority and (ii) carrying it would, because of limited channel capacity, prevent the system from carrying the signal of an independent commercial station or a noncommercial educational station.

(2) In cases where (i) there are two or more signals of equal priority which substantially duplicate each other, and (ii) carrying all such signals would, because of limited channel capacity, prevent the system from carrying the signal of an independent commercial station or a noncommercial educational station, the system need not carry all such substantially duplicating signals, but may

select among them to the extent necessary to preserve its ability to carry the signals of independent commercial or noncommercial educational stations.

(3) In cases where the system operates within the Grade B or higher priority contour of both a satellite station and its parent station, carriage of the signal of one of these stations will relieve the system of any obligation to carry the signal of the other.

(c) *Special requirements in the event of non-carriage.* Where the system does not carry the signals of one or more stations within whose Grade B or higher priority contour it operates, the system shall offer and maintain, for each subscriber, an adequate switching device to allow the subscriber to choose between cable and non-cable reception, unless the subscriber affirmatively indicates in writing that he does not desire this device.

(d) *Manner of carriage.* Where the signal of any station is required to be carried under this section:

(1) The signal shall be carried without material degradation in quality (within the limitations imposed by the technical state of the art);

(2) The signal shall, upon request of the station licensee or permittee, be carried on the system on the channel on which the station is transmitting (where practicable without material degradation); and

(3) The signal shall, upon the request of the station licensee or permittee, be carried on the system on no more than one channel.

(e) *Stations entitled to program exclusivity.* Any such CATV system which operates, in whole or in part, within the Grade B or higher priority contour of any commercial television broadcast station and which carries the signal of such station shall, upon request of the station licensee or permittee, maintain the station's exclusivity as a program outlet in the manner and to the extent specified in paragraph (f) of this section: *Provided, That:*

(1) The system is not required to maintain the exclusivity of the network programming of any such station if the system carries the signal(s) of one or more equal or higher priority stations (other than a satellite or parent of the station requesting exclusivity) which substantially duplicate the network programming of the station requesting exclusivity; and

(2) The system is not required to maintain the exclusivity of the nonnetwork programming of any such station if the system carries the signal(s) of one or more equal or higher priority stations (other than a satellite or parent of the station requesting exclusivity) which operates in what are normally and usually considered other markets for purposes of television program distribution.

(3) In cases where the system operates within the Grade B or higher priority contour of both a satellite station and its parent station, protection of the program exclusively of one of these stations



will relieve the system of any obligation to protect the program exclusivity of the other.

(f) *Program exclusivity; extent of protection.* Where a station is entitled to program exclusivity, the CATV system shall, upon the request of the station licensee or permittee, refrain from duplicating any program broadcast by such station, simultaneously or within a period commencing 15 days prior to its broadcast by the station and ending 15 days after such broadcast, if the CATV operator has received notification from the requesting station of the date and time of its broadcast of the program and the date and time of any broadcast to be deleted, as soon as possible and in any event no later than 48 hours prior to the broadcast to be deleted.

(g) *Exceptions.* Notwithstanding the requirements of paragraph (f) of this section,

(1) The CATV system need not delete reception of a network program if, in so doing, it would leave available for reception by subscribers, at any time, less than two network programs (including those broadcast by any stations whose signals are being carried and whose program exclusivity is being protected pursuant to the requirements of this section);

(2) The system need not delete reception of a network program which is scheduled by the network between the hours of 6 and 11 p.m., Eastern Time, but is broadcast by the station requesting deletion, in whole or in part, outside of the period which would normally be considered prime time for network programming in the time zone involved; and

(3) The system need not delete reception of any program consisting of the broadcast coverage of a speech or other event as to which the time of presentation is of special significance, except where the program is being simultaneously broadcast by a station entitled to program exclusivity.

*Note:* Whether or not a particular station which does not present a significant amount of locally originated programming is a "satellite", as that term is used in § 74.1033, will be determined on the facts of the particular case.

#### § 74.1035 Remote control operation.

(a) A community antenna relay station may be operated by remote control provided the following conditions are met:

(1) The transmitter and associated control system shall be installed and protected in a manner designed to prevent tampering or operation by unauthorized persons.

(2) An operator meeting the requirements of § 74.1073 shall be on duty at the remote control position and in actual charge thereof at all times when the station is in operation.

(3) Facilities shall be provided at the control position which will permit the operator to turn the transmitter on and off at will. The control position shall also be equipped with suitable devices for observing the overall characteristics of the transmissions and a carrier operated

device which will give a continuous visual indication whenever the transmitting antenna is radiating a signal. The transmitting apparatus shall be inspected as often as may be necessary to insure proper operation.

(4) The control circuits shall be so designed and installed that short circuits, open circuits, other line faults, or any other cause which would result in loss of control of the transmitter will automatically cause the transmitter to cease radiating.

(b) An application for authority to construct a new station or to make changes in the facilities of an existing station and which proposes operation by remote control shall include an adequate showing of the manner of compliance with the requirements of this section.

#### § 74.1037 Unattended operation.

(a) Unattended operation of a community antenna relay station will be permitted only if the following requirements are met:

(1) The transmitter and any associated control circuits shall be installed and protected in a manner designed to prevent tampering or operation by unauthorized persons.

(2) The transmitter shall be equipped with automatic circuits which will permit it to radiate only when a signal on the frequency which it is intended to retransmit is present at the input terminals of the apparatus.

(3) If the transmitting apparatus is located at a site which is not readily accessible at all hours and in all seasons, means shall be provided for turning the transmitter on and off at will from a location which can be reached promptly at all hours and in all seasons.

(4) Appropriate observations shall be made, at intervals not exceeding one hour during the period of its operation, at the receiving end of the circuit by an operator meeting the requirements of § 74.1073, who shall take immediate corrective action if any condition of improper operation is observed.

(5) The station licensee shall be responsible for the proper operation of the station, and all adjustments or tests during or coincident with the installation, servicing, or maintenance of the station which may affect its operation shall be performed by or under the immediate supervision and responsibility of a licensed operator as provided in § 74.1073.

(b) An application for authority to construct a new station or to make changes in the facilities of an existing station and which proposes unattended operation shall include an adequate showing as to the manner of compliance with the requirements of this section.

#### § 74.1039 Power limitations.

The transmitter output power shall not be greater than necessary and, in any event, shall not exceed 5 watts.

#### § 74.1041 Emissions and bandwidth.

Pending a final decision on Part IV of Docket No. 15586, the rule contained in

§ 74.637 shall govern emission and bandwidth in the CAR Service.

#### § 74.1043 Antennas.

(a) Community antenna relay stations shall use directive transmitting antennas. The maximum beam width in the horizontal plane between half power points of the major lobe shall not exceed 3 degrees. Either vertical, horizontal, or rotating polarization may be employed. The Commission reserves the right to specify the polarization of the transmitted signal.

(b) The choice of receiving antennas is left to the discretion of the licensee. However, licensees will not be protected from interference which results from the lack of adequate antenna discrimination against unwanted signals.

#### EQUIPMENT

#### § 74.1050 Equipment and installation.

(a) Pending a final decision in Docket No. 15586 with regard to bandwidth and channelling, no technical performance standards will be applied to CAR stations other than those of §§ 74.635, 74.661, and 74.1061 relating to bandwidth, frequency stability, and frequency tolerance.

(b) The installation of a community antenna relay station shall be made by or under the immediate supervision of a qualified engineer. Any tests or adjustments requiring the radiation of signals and which could result in improper operation shall be conducted by or under the immediate supervision of an operator holding a valid first- or second-class radiotelephone operator license.

(c) Simple repairs such as the replacement of tubes, fuses, or other plug-in components which require no particular skill may be made by an unskilled person. Repairs requiring replacement of attached components or the adjustment of critical circuits or corroborative measurements shall be made only by a person with the knowledge and skill to perform such tasks.

#### § 74.1053 Equipment changes.

(a) Formal application is required for any of the following changes:

(1) Replacement of the transmitter as a whole, except replacement with an identical transmitter, or any change in equipment which could result in a change in the electrical characteristics or performance of the station.

(2) Any change in the transmitting antenna system including the direction of the main radiation lobe, directive pattern, antenna gain, or transmission line.

(3) Any change in the height of the antenna above ground, or any horizontal change in the location of the antenna.

(4) Any change in the transmitter control system.

(5) Any change in the location of the transmitter, except a move within the same building or upon the tower or mast.

(6) Any change in frequency assignment.

(7) Any change of authorized operation power.

(b) Other equipment changes not specifically referred to in paragraph (a) of



this section may be made at the discretion of the licensee, provided that the Engineer in Charge of the radio district in which the station is located and the Commission in Washington, D.C., are notified in writing upon the completion of such changes and provided further, that the changes are appropriately reflected in the next application for renewal of licenses of the station.

#### TECHNICAL OPERATION

##### § 74.1061 Frequency tolerance.

The frequency of the unmodulated carrier of a community antenna relay station shall be maintained within 0.02 percent of the center of the assigned channel.

##### § 74.1063 Frequency monitors and measurements.

(a) Suitable means shall be provided to insure that the operating frequency is within the prescribed tolerance at all times. The operating frequency shall be checked as often as is necessary to insure compliance with § 74.1061 and in any case at intervals of no more than one month.

(b) The choice of apparatus to measure the operating frequency is left to the discretion of the licensee. However, failure of the apparatus to detect departures of the operating frequency in excess of the prescribed tolerance will not be deemed an acceptable excuse for the violation.

##### § 74.1065 Modulation limits.

(a) If amplitude modulation is employed, negative modulation peaks shall not exceed 100 percent modulation.

(b) Pending a final decision on Part IV of Docket No. 15586, no modulation limits are specified where frequency modulation is employed other than the requirements of § 74.637.

##### § 74.1067 Time of operation.

(a) A community antenna relay station is not expected to adhere to any prescribed schedule of operation. However, it is limited to operation only when the originating station, or stations, is transmitting the programs which it relays except as provided in paragraph (b) of this section.

(b) The transmitter may be operated for short periods of time to permit necessary tests and adjustments. The radiation of an unmodulated carrier for extended periods of time or other unnecessary transmissions are forbidden.

##### § 74.1069 Station inspection.

The station and all records required to be kept by the licensee shall be made available for inspection upon request by any authorized representative of the Commission.

##### § 74.1071 Posting of station and operator licenses.

(a) The station license and any other instrument of authorization or individual order concerning the construction or the equipment or manner of operation shall be posted at the place where the transmitter is located, so that all

terms thereof are visible except as otherwise provided in paragraphs (b) and (c) of this section.

(b) In cases where the transmitter is operated by remote control, the documents referred to in paragraph (a) of this section shall be posted in the manner described at the control point of the transmitter.

(c) In cases where the transmitter is operated unattended, the name of the licensee and the call sign of the unattended station shall be displayed at the transmitter site on the structure supporting the transmitting antenna, so as to be visible to a person standing on the ground at the transmitter site. The display shall be prepared so as to withstand normal weathering for a reasonable period of time and shall be maintained in a legible condition at all times by the licensee. The station license and other documents referred to in paragraph (a) of this section shall be kept at the nearest attended station or, in cases where the licensee of the unattended station does not operate attended stations, at the point of destination of the signals relayed by the unattended station.

(d) The original of each station operator license shall be posted at the place where the operator is on duty: *Provided, however, That:* if the original license of a station operator is posted at another radio transmitting station in accordance with the rules governing the class of station and is there available for inspection by a representative of the Commission, a verification card (FCC Form 758-F) is acceptable in lieu of the posting of such license: *Provided further, however, That:* if the operator on duty holds an operator permit of the card form (as distinguished from the diploma form), he shall not post that permit but shall keep it in his personal possession.

##### § 74.1073 Operator requirements.

(a) One or more radio operators holding valid radiotelephone first- or second-class operator licenses shall be on duty at the place where the transmitting apparatus of any community antenna relay station is located, in plain view of and in actual charge of its operation: *Provided, however, That:* if a station is operated by remote control as provided in § 74.1035, such operator or operators must be on duty at the remote control position in lieu of the transmitting location, and the control and monitoring equipment shall be readily accessible and clearly visible to the operator at that position: *And provided further, That:* if a station is operated unattended as provided in § 74.1037, such operator shall be on duty at the receiving end of the circuit and shall be responsible for making the required observations to insure that any condition of improper operation is promptly corrected.

(b) Any transmitter tests, adjustments, or repairs during or coincident with the installation, servicing, operation, or maintenance of a community antenna relay station which may affect the proper operation of such station shall be made by or under the immediate su-

pervision and responsibility of a person holding a valid first- or second-class radiotelephone operator license, who shall be fully responsible for proper functioning of the station equipment.

(c) The licensed operator on duty and in charge of a community antenna relay station may, at the discretion of the licensee, be employed for other duties or for the operation of another station or stations in accordance with the class of operator license which he holds and the rules governing such stations. However, such duties shall in no way impair or impede the required supervision of the community antenna relay station.

##### § 74.1075 Marking and lighting of antenna structures.

The marking and lighting of antenna structures authorized by the Commission, where required, will be specified in the authorization issued by the Commission. Part 17 of this chapter sets forth the circumstances under which such marking and lighting will be required and the responsibility of the licensee with regard thereto.

##### § 74.1077 Additional orders.

In case the rules of this part do not cover all phases of operation with respect to external effects, the Commission may make supplemental or additional orders in each case as may be deemed necessary.

##### § 74.1079 Copies of the rules.

The licensee of a community antenna relay station shall have current copies of Part 74, and in cases where aeronautical hazard marking of antennas is required, Part 17 of this chapter shall be available for use by the operator in charge. Both the licensee and the operator or operators responsible for the proper operation of the station are expected to be familiar with the rules governing community antenna relay stations. Copies of the Commission's rules may be obtained from the Superintendent of Documents, Government Printing Office, Washington, D.C., 20402, at nominal cost.

##### § 74.1081 Logs.

The licensee of a community antenna relay station shall maintain an operating log showing the following:

(a) The date and time of the beginning and end of each period of operation of each transmitter.

(b) The date and time of any unscheduled interruptions to the transmissions of the station, the duration of such interruptions, and the causes thereof.

(c) A record of repairs, adjustments, tests, maintenance, and equipment changes.

(d) Log entries shall be made in an orderly and legible manner by the person or persons competent to do so, having actual knowledge of the facts required, who shall sign the log when starting duty and again when going off duty.

(e) Where an antenna structure is required to have aeronautical hazard markings, the information required by § 17.38 of this chapter shall be included.

(f) No log or portion thereof shall be erased, obliterated, or willfully destroyed.



within the period of retention required by rule. Any necessary correction may be made only by the person who made the original entry who shall strike out the erroneous portion, initial the correction made, and show the date the correction was made.

(g) Operating logs shall be retained for period of not less than 2 years. The Commission reserves the right to order retention of logs for a longer period of time. In cases where the licensee has notice of any claim or complaint, the log shall be retained until such claim or complaint has been fully satisfied or until the same has been barred by statute limiting the time for filing of suits upon such claims.

#### § 74.1083 Retransmissions.

(a) Community antenna relay stations are limited to the relaying of television broadcast and related audio signals, and signals of standard and FM broadcast stations, unless otherwise authorized by the Commission. Relaying includes retransmission of such signals by intermediate relay stations in the system.

(b) Community antenna relay stations may also retransmit the signals of other community antenna relay or common carrier stations operated by different licensees provided that the program material retransmitted meets the requirements of subsection (a) of this section.

IV. Part 91 is amended as follows:

In § 91.552, paragraph (a) is amended and paragraph (e) is added to read:

#### § 91.552 Availability and use of service.

(a) Except as provided in paragraph (e) of this section, the Business Radio Service is available to the extent indicated in the eligibility provisions of this subpart and is intended for use by those who are eligible without restriction as to the types of messages transmitted as long as they are necessary to the accomplishment of the business activity concerned: *Provided, however*, That all stations licensed in this service must accord first priority for the use of the frequency concerned to any station transmitting communications resulting from an actual emergency involving immediate danger to life or property.

(e) Commencing November 22, 1965, applications for authorizations to construct new microwave point-to-point radio stations for relaying television, standard, or FM broadcast signals to community antenna television (CATV) systems, will not be accepted for filing in the Business Radio Service. However, applications for licenses to cover existing construction permits, for renewals of licenses for existing facilities, for modifications of existing facilities (including extension of facilities), and for assignments of existing authorizations issued in the Business Radio Service will continue to be accepted. Such authorizations will not be granted for a term beyond February 1, 1971.

[F.R. Doc. 65-11278; Filed, Oct. 20, 1965; 8:50 a.m.]

## Title 49—TRANSPORTATION

### Chapter I—Interstate Commerce Commission

#### SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[3d Rev. S.O. 562]

### PART 97—ROUTING OF TRAFFIC

#### Rerouting of Traffic; Appointment of Agents

At a session of the Interstate Commerce Commission, Division 3, held at its office in Washington, D.C., on the 15th day of October A.D. 1965.

It appearing, that the matter of car service (sec. 1, pars. 10-17 inclusive) of the Interstate Commerce Act being under consideration by Division 3 that whenever any carrier by railroad subject to Part I of the Interstate Commerce Act is, for any reason, unable to transport traffic offered it so as to properly serve the public that car service will be promoted in the interest of the public and the commerce of the people by the appointment of agents with authority to divert and reroute such traffic, and that notice and public procedure are impracticable and contrary to the public interest and that good cause exists for making this order effective upon less than thirty days' notice.

It is ordered, That:

#### § 97.562 Service order 562.

(a) *Rerouting of Traffic—Appointment of Agents.* R. D. Pfahler, director, and H. R. Longhurst, assistant director, Bureau of Railroad Safety and Service, Interstate Commerce Commission, Washington, D.C., and each of them are hereby appointed agents of the Interstate Commerce Commission and vested with authority to authorize diversion and rerouting of loaded and empty freight cars from and to any point in the United States whenever, in their opinion, an emergency exists whereby any railroad is unable to move traffic currently over its lines.

(b) *Application.* The provisions of this order shall apply to shipments moving in intrastate commerce as well as to those moving in interstate commerce.

(c) *Effective date.* This order shall become effective at 12:01 a.m., October 15, 1965.

(d) *Expiration date.* This order shall expire at 11:59 p.m., December 31, 1965, unless otherwise modified, changed, suspended or annulled by order of this Commission.

(Secs. 1, 12, 15, 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15. Interprets or applies secs. 1(10-17), 15(4), 40 Stat. 101, as amended, 54 Stat. 911, 49 U.S.C. 1(10-17), 15(4).)

It is further ordered, That a copy of this order and direction shall be served upon each State railroad regulatory body, the Association of American Railroads, Car Service Division, and upon The American Short Line Railroad Association as agents of the railroads sub-

scribing to the car service and per diem agreement under the terms of that agreement, and that notice of this order be given to the general public by depositing a copy in the office of the Secretary of the Commission at Washington, D.C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Division 3.

[SEAL]

H. NEIL GARSON,  
Secretary.

[F.R. Doc. 65-11274; Filed, Oct. 20, 1965; 8:48 a.m.]

### PART 120—ANNUAL, SPECIAL OR PERIODICAL REPORTS

#### Railroad Annual Report Form A

At a session of the Interstate Commerce Commission, Division 2, held at its office in Washington, D.C., on the 29th day of September A.D. 1965.

The matter of annual reports of line-haul and switching and terminal railroad companies of Class I being under further consideration, and the changes to be made by this order being minor changes in the data to be furnished, rule-making procedures under section 4 of the Administrative Procedure Act, 5 U.S.C. 1003, being deemed unnecessary:

It is ordered, That § 120.11 of the order of February 2, 1965 (30 F.R. 1983) in the matter of *Railroad Annual Report Form A*, be, and it is hereby, modified and amended, with respect to annual reports for the year ended December 31, 1965, and subsequent years, to read as shown below.

It is further ordered, That 49 CFR 120.11, be, and it is hereby, modified and amended to read as follows:

#### § 120.11 Form prescribed for Class I railroads.

Commencing with reports for the year ended December 31, 1965, and thereafter, until further order, all line-haul and switching and terminal railroad companies of Class I, as described in § 126.1, viz. of this chapter, all carriers with average annual operating revenues of \$5,000,000 or more, subject to the provisions of section 20, Part I of the Interstate Commerce Act, are required to file annual reports in accordance with Railroad Annual Report Form A, which is attached to and made a part of this section.<sup>1</sup> Such annual report shall be filed in duplicate in the Bureau of Accounts, Interstate Commerce Commission, Washington, D.C., 20423, on or before March 31 of the year following the year to which it relates.

(Sec. 12, 24 Stat. 383, as amended; 49 U.S.C. 12. Interpret or apply sec. 20, 24 Stat. 386, as amended; 49 U.S.C. 20)

And it is further ordered, That copies of this order and of Annual Report Form A shall be served on all line-haul and switching and terminal railroad companies of Class I, subject to the provisions of section 20, Part I of the Inter-

<sup>1</sup> Report Form A will be served and filed when printed.



state Commerce Act, and upon every receiver, trustee, executor, administrator or assignee of any such railroad company, and that notice of this order shall be given to the general public by depositing a copy in the office of the Secretary of the Commission at Washington, D.C., 20423, and by filing it with the Director, Office of the Federal Register.

By the Commission, Division 2.

[SEAL] H. NEIL GARSON,  
Secretary.

[F.R. Doc. 65-11275; Filed, Oct. 20, 1965;  
8:48 a.m.]

## Title 50—WILDLIFE AND FISHERIES

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

#### PART 32—HUNTING

##### Colusa National Wildlife Refuge, Calif.; Correction

In F.R. Doc. 65-9070, appearing on page 11032 of the issue for Thursday, August 26, 1965, subparagraph (1) under special conditions should read as follows:

(1) Pheasants may be hunted only on the following days: November 20, 21, 24, 27, 28, and December 1, 4, and 5, 1965.

JOHN D. FINDLAY,  
Acting Regional Director,  
Portland, Oreg.

OCTOBER 14, 1965.

[F.R. Doc. 65-11284; Filed, Oct. 20, 1965;  
8:49 a.m.]

#### PART 32—HUNTING

##### Colusa National Wildlife Refuge, Calif.; Correction

In F.R. Doc. 65-10379, appearing on page 12468 of the issue for Thursday, September 30, 1965, the last sentence of subparagraph (1) under special conditions should read as follows:

(1) \* \* \* Hunting will be restricted to Saturdays (except Christmas Day and New Year's Day), Sundays, Wednesdays, and Veterans' Day.

JOHN D. FINDLAY,  
Acting Regional Director,  
Portland, Oreg.

OCTOBER 15, 1965.

[F.R. Doc. 65-11285; Filed, Oct. 20, 1965;  
8:49 a.m.]

#### PART 32—HUNTING

##### Delevan National Wildlife Refuge, Calif.; Correction

In F.R. Doc. 65-9071, appearing on page 11032 of the issue for Thursday, August 26, 1965, subparagraph (1) under special conditions should read as follows:

(1) Pheasants may be hunted only on the following days: November 20, 21, 24, 27, 28, and December 1, 4, and 5, 1965.

JOHN D. FINDLAY,  
Acting Regional Director,  
Portland, Oreg.

OCTOBER 14, 1965.

[F.R. Doc. 65-11286; Filed, Oct. 20, 1965;  
8:49 a.m.]

#### PART 32—HUNTING

##### Delevan National Wildlife Refuge, Calif.; Correction

In F.R. Doc. 65-10409, appearing on page 12469 of the issue for Thursday, September 30, 1965, the last sentence of subparagraph (1) under special conditions should read as follows:

(1) \* \* \* Hunting will be restricted to Saturdays (except Christmas Day and New Year's Day), Sundays, Wednesdays, and Veterans' Day.

JOHN D. FINDLAY,  
Acting Regional Director,  
Portland, Oreg.

OCTOBER 15, 1965.

[F.R. Doc. 65-11287; Filed, Oct. 20, 1965;  
8:49 a.m.]

#### PART 32—HUNTING

##### Merced National Wildlife Refuge, Calif.; Correction

In F.R. Doc. 65-10410, appearing on page 12469 of the issue for Thursday, September 30, 1965, the last sentence of subparagraph (1) under special conditions should read as follows:

(1) \* \* \* Hunting will be restricted to Saturdays (except Christmas Day and New Year's Day), Sundays, Wednesdays, and Veterans' Day.

JOHN D. FINDLAY,  
Acting Regional Director,  
Portland, Oreg.

OCTOBER 15, 1965.

[F.R. Doc. 65-11288; Filed, Oct. 20, 1965;  
8:49 a.m.]

#### PART 32—HUNTING

##### Sacramento National Wildlife Refuge, Calif.; Correction

In F.R. Doc. 65-9072, appearing on page 11033 of the issue for Thursday, August 26, 1965, subparagraph (1) under special conditions should read as follows:

(1) Pheasants may be hunted only on the following days: November 20, 21, 24, 27, 28, and December 1, 4, and 5, 1965.

JOHN D. FINDLAY,  
Acting Regional Director,  
Portland, Oreg.

OCTOBER 14, 1965.

[F.R. Doc. 65-11289; Filed, Oct. 20, 1965;  
8:49 a.m.]

#### PART 32—HUNTING

##### Sacramento National Wildlife Refuge, Calif.; Correction

In F.R. Doc. 65-10411, appearing on page 12469 of the issue for Thursday, September 30, 1965, the last sentence of subparagraph (1) under special conditions should read as follows:

(1) \* \* \* Hunting will be restricted to Saturdays (except Christmas Day and New Year's Day), Sundays, Wednesdays, and Veterans' Day.

JOHN D. FINDLAY,  
Acting Regional Director,  
Portland, Oreg.

OCTOBER 15, 1965.

[F.R. Doc. 65-11290; Filed, Oct. 20, 1965;  
8:49 a.m.]

#### PART 32—HUNTING

##### Sutter National Wildlife Refuge, Calif.; Correction

In F.R. Doc. 65-9073, appearing on page 11033 of the issue for Thursday, August 26, 1965, subparagraph (1) under special conditions should read as follows:

(1) Pheasants may be hunted only on the following days: November 20, 21, 24, 27, 28, and December 1, 4, and 5, 1965.

JOHN D. FINDLAY,  
Acting Regional Director,  
Portland, Oreg.

OCTOBER 14, 1965.

[F.R. Doc. 65-11291; Filed, Oct. 20, 1965;  
8:49 a.m.]

#### PART 32—HUNTING

##### Sutter National Wildlife Refuge, Calif.; Correction

In F.R. Doc. 65-10412, appearing on pages 12469 and 12470 of the issue for Thursday, September 30, 1965, the last sentence of subparagraph (1) under special conditions should read as follows:

(1) \* \* \* Hunting will be restricted to Saturdays (except Christmas Day and New Year's Day), Sundays, Wednesdays, and Veterans' Day.

JOHN D. FINDLAY,  
Acting Regional Director,  
Portland, Oreg.

OCTOBER 15, 1965.

[F.R. Doc. 65-11292; Filed, Oct. 20, 1965;  
8:49 a.m.]

#### PART 32—HUNTING

##### National Wildlife Refuges, Fla. and Certain Other States

The following special regulations are issued and are effective on date of publication in the FEDERAL REGISTER. The limited time ensuing from the date of the adoption of the national migratory game bird regulations to and including the establishment of State hunting sea-



sons makes it impracticable to give public notice of proposed rulemaking.

**§ 32.12 Special regulations; migratory game birds; for individual wildlife refuge areas.**

**FLORIDA**

**MERRITT ISLAND NATIONAL WILDLIFE REFUGE**

Public hunting of ducks and coots on the Merritt Island National Wildlife Refuge, Fla., is permitted only on the area designated by signs as open to hunting. This open area, comprising 4,000 acres, is delineated on a map available at the refuge headquarters, Titusville, Fla., and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, 809 Peachtree-Seventh Building, Atlanta, Ga., 30323. Hunting shall be in accordance with all applicable State and Federal regulations covering the hunting of ducks and coots subject to the following special conditions:

(1) Hunting will be permitted only from sunrise until noon 5 days per week, Tuesday through Saturday, during the periods November 25 through December 4, 1965, and December 18, 1965 through January 8, 1966.

(2) Hunters will be permitted to hunt only from designated blinds furnished and located by the Bureau. Shooting is not permitted outside a blind.

(3) Guns must be unloaded while being transported on the refuge and while being carried to and from the blinds. Guns must be left in the blind while dead or crippled birds are being retrieved.

(4) A maximum of three persons will be permitted to shoot from one blind.

(5) Participants in the hunt are required to furnish either a retriever or some means of flotation for retrieving birds which fall across or in deep water.

(6) The use of air-thrust boats on the refuge is prohibited.

(7) Hunters under 16 years of age may not apply for advance reservations but may participate in the hunt if accompanied by an adult.

(8) Shells that contain shot larger than BB's are prohibited.

(9) Hunters are required to enter and leave the hunting area by way of the check station located at the Titusville security gate. All waterfowl bagged must be presented for inspection at the check station before hunters leave the refuge.

(10) A refuge permit is required of all hunters. A blind fee of \$3 per blind per day is required. (One dollar per person if three persons occupy a blind.)

(11) Applications for advance reservations for refuge permits must be submitted in writing prior to October 25 to the Refuge Manager, Merritt Island National Wildlife Refuge, Post Office Box 956, Titusville, Fla. Vacancies not reserved by advance reservation will be awarded daily at the check station on a first come, first served basis. Reservation commitments for a refuge permit are not transferable and, unless claimed prior to one hour before shooting time, are automatically cancelled.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through January 9, 1965.

**CHASSAHOVITZKA NATIONAL WILDLIFE REFUGE**

Public hunting of ducks and coots on the Chassahowitzka National Wildlife Refuge, Fla., is permitted only on the area designated by signs as open to hunting. This open area, comprising 2,500 acres, is delineated on a map available at the refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 809 Peachtree-Seventh Building, Atlanta, Ga., 30323. Hunting shall be in accordance with all applicable State and Federal regulations governing the hunting of ducks and coots subject to the following special conditions:

(1) Hunting will be permitted only on Wednesdays through Sundays during the periods November 24 through December 5, 1965, and December 18, 1965, through January 9, 1966.

(2) Not to exceed two dogs per hunter may be used only to retrieve wounded or dead birds.

(3) Only temporary blinds constructed of native vegetation are permitted.

(4) Designated routes of travel must be used for entering or leaving the public hunting area.

(5) A Federal permit is required for the use of airboats in the refuge area. Airboat permits may be obtained by applying in person at refuge headquarters, 4½ miles south of Homosassa Springs, Fla., between the hours of 7:30 a.m., and 4:00 p.m., Monday through Friday. All airboats must be equipped with exhaust muffling devices.

(6) All guns must be unloaded and cased while hunters are traveling to and from the hunting area.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32 and are effective through January 9, 1966.

**LOXAHATCHEE NATIONAL WILDLIFE REFUGE**

Public hunting of ducks and coots on the Loxahatchee National Wildlife Refuge, Fla., is permitted only on the area designated by signs as open to hunting. This open area, comprising 29,000 acres, is delineated on a map available at the refuge headquarters, Delray Beach, Fla., and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, 809 Peachtree-Seventh Building, Atlanta, Ga., 30323. Hunting shall be in accordance with all applicable State and Federal regulations covering the hunting of ducks and coots subject to the following special conditions:

(1) The possession or use of shells containing shot larger than No. 4 is prohibited.

(2) Only temporary blinds constructed of native vegetation are permitted.

(3) Hunters must enter and leave the refuge by either the S-39 landing or the headquarters landing and must use the following designated routes of travel to and from the hunting area: those portions of Canal 40 and Canal 39 (Hillsboro Canal) immediately east and south of the hunting area; also the refuge marsh areas near the headquarters landing and the S-39 landing lying between the hunting area and portions of lands described above. No hunting is permitted in or over these designated routes of travel.

(4) While using designated routes of travel to and from the hunting area, hunters must have their shotguns unloaded and cased.

(5) Air-thrust boats may be authorized for use only by special permit issued by the refuge manager.

(6) All public use within the refuge is limited to the period each day from 1 hour before sunrise to 1 hour after sunset.

(7) Each hunter will be permitted to use dogs for the purpose of retrieving dead or wounded birds, but such dogs shall not be permitted to run at large on the public shooting grounds or elsewhere on the refuge.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through January 9, 1966.

**ALABAMA**

**WHEELER NATIONAL WILDLIFE REFUGE**

Public hunting of geese, ducks, and coots on the Wheeler National Wildlife Refuge, Ala., is permitted only on the area designated by signs as open to hunting. This open area, comprising 4,150 acres, is delineated on a map available at the refuge headquarters, Decatur, Ala., and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, 809 Peachtree-Seventh Building, Atlanta, Ga., 30323. Hunting shall be in accordance with all applicable State and Federal regulations covering the hunting of geese, ducks, and coots subject to the following special conditions:

(1) Open season—Geese November 6, 1965, through January 1, 1966. Ducks and coots December 1, 1965, through January 1, 1966. A kill quota of 2,000 geese is established. If this quota is reached during the above open season, the refuge hunt for all waterfowl species will be terminated. During the above seasons, hunting will be permitted only on Mondays, Tuesdays, Wednesdays, Fridays and Saturdays, sunrise to 12 noon. All holidays, except Christmas Day, December 25, 1965, falling on above days in the above period will be hunted.

(2) Blinds—The construction of blinds by the public is prohibited. Hunting shall be only from those blinds constructed and labeled by the Bureau.

(3) Guns must be unloaded while being transported on the refuge and while



being carried to and from blinds. Guns must be left in blinds while dead or crippled birds are being retrieved.

(4) Ammunition—Shells that contain shot larger than No. 2 may not be used and will not be permitted in the possession of hunters.

(5) No hunter may carry in any manner or have in possession or under control at any time more than 15 loaded shotgun shells; or discharge or fire more than 15 loaded shotgun shells while hunting on the refuge on any one day.

(6) Crows and foxes may also be shot during the hunt period, provided these are shot from designated waterfowl blinds.

(7) Intoxicating beverages shall not be permitted on the refuge.

(8) Hunters shall not be permitted to enter the hunting area sooner than 1½ hours before sunrise.

(9) A maximum of two persons will be permitted to hunt from each blind.

(10) Hunters under 16 years of age must be accompanied by an adult.

(11) Each hunter must have a refuge permit. To obtain a permit individuals must present a valid Alabama hunting license, a duck stamp (if persons have attained 16th birthday) and pay a blind fee of \$4.00 (\$2.00 per person if 2 persons occupy blind.)

(12) Hunters are required to stop at the permit office at the close of each hunt, return permits and allow game to be examined.

(13) Applications for advance reservations for refuge permits must be submitted in writing to the refuge manager. Applications for advance reservations will be accepted during the period September 15-25. Only one application will be accepted per individual, and this for a maximum of two hunting dates. Blinds not reserved and those for which reservations are not claimed within 1 hour of official sunrise will be awarded on the basis of a drawing held at the permit office each hunt morning approximately 1 hour before sunrise. Reservation commitments for a refuge permit are nontransferable.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through January 1, 1966.

#### NORTH CAROLINA

##### MATTAMUSKEET NATIONAL WILDLIFE REFUGE

Public hunting of ducks, geese, and coots on the Mattamuskeet National Wildlife Refuge, N.C., is permitted only on the area designated by signs as open to hunting. This open area, comprising 11,300 acres, is delineated on a map available at the refuge headquarters, New Holland, N.C., and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, 809 Peachtree-Seventh Building, Atlanta, Ga., 30323. Hunting shall be in accordance with all applicable State and Federal regulations covering the hunting of ducks, geese, and coots.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through January 14, 1966.

#### GEORGIA

##### SAVANNAH NATIONAL WILDLIFE REFUGE

Public hunting of ducks and coots on the Savannah National Wildlife Refuge, Ga., is permitted only on the area designated by signs as open to hunting. This open area, comprising 3,600 acres, is delineated on a map available at the refuge headquarters, Route 1, Hardeeville, S.C., 29927, and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, 809 Peachtree-Seventh Building, Atlanta, Ga., 30323. Hunting shall be in accordance with all applicable State and Federal regulations covering the hunting of ducks and coots subject to the following special conditions:

(1) Hunting will be permitted only on Wednesdays, Thursdays, Fridays and Saturdays, from sunrise to 1 p.m., during the period December 1, 1965, through January 8, 1966.

(2) Hunting will not be permitted in or on Front River, Middle River, Steamboat River, and Back River, nor closer than 50 yards to the shoreline of these rivers.

(3) Hunters will not be permitted to enter the hunting area sooner than 1½ hours before sunrise.

(4) Guns must be unloaded while being carried to and from the hunting area.

(5) Only temporary blinds constructed of native materials are permitted.

(6) Dogs used to retrieve waterfowl must be under complete control at all times.

(7) Before entering the hunting area, hunters are required to obtain a permit at the refuge check station, located on U.S. Highway 17 at the Middle River Bridge. All hunters must check out at the check station as soon as possible after completing their hunt and must present all bagged game for inspection.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through January 8, 1966.

#### MISSISSIPPI

##### NOXUBEE NATIONAL WILDLIFE REFUGE

Public hunting of ducks and coots on the Noxubee National Wildlife Refuge, Miss., is permitted only on the area designated by signs as open to hunting. This open area, comprising 520 acres, is delineated on a map available at the refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 809 Peachtree-Seventh Building, Atlanta, Ga., 30323. Hunting shall be in accordance with all applicable State and Federal regulations governing the hunting of ducks and coots

subject to the following special conditions:

(1) Hunting will be permitted only on Mondays, Wednesdays, and Saturdays from sunrise to 12 o'clock noon during the period December 1, 1965, through January 8, 1966.

(2) The use of boats without motors is permitted within the hunting area.

(3) The construction of blinds is not permitted.

(4) Hunters will not be permitted to enter the hunting area sooner than 15 minutes before sunrise.

(5) All hunters must enter and leave the waterfowl hunting area by way of the designated access point.

(6) No hunter may take more than 16 shotgun shells into the hunting area.

(7) No shooting will be permitted from the levee or the open water area immediately adjacent to the levee.

(8) All hunters are required to check out at the designated check station before leaving the area.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through January 8, 1966.

W. L. TOWNS,  
Acting Regional Director, Bureau of Sport Fisheries and Wildlife.

[F.R. Doc. 65-11252; Filed, Oct. 20, 1965; 8:45 a.m.]

#### PART 32—HUNTING

##### Tishomingo National Wildlife Refuge, Okla.

The following special regulations are issued and are effective on date of publication in the FEDERAL REGISTER.

§ 32.22 Special regulations; upland game; for individual wildlife refuge areas.

#### OKLAHOMA

##### TISHOMINGO NATIONAL WILDLIFE REFUGE

The public hunting of squirrels on the Tishomingo National Wildlife Refuge, Okla., is permitted only on the area designated by signs as open to hunting. This open area, comprising 3,100 acres, is delineated on maps available at refuge headquarters, Tishomingo, Okla., and from the Regional Director, Bureau of Sport Fisheries and Wildlife, Post Office Box 1306, Albuquerque, N. Mex., 87103. Hunting shall be in accordance with all applicable State regulations governing the hunting of squirrels subject to the following special conditions:

(1) The open season for hunting squirrels on the refuge extends from May 15 through September 30, 1966, inclusive; and from November 1, 1966, through January 1, 1967, inclusive, on Tuesdays, Thursdays, Saturdays, Sundays, and National Holidays.

(2) Shotguns only may be used for hunting.



(3) A Federal permit is not required to enter the public hunting area, but hunters, upon entering and leaving, shall report at designated checking stations as may be established for the regulation of the hunting activity and shall furnish information pertaining to their hunting, as requested.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through January 1, 1967.

The public hunting of rabbits, coyotes, wolves, and bobcats on the Tishomingo National Wildlife Refuge, Okla., is permitted only on the area designated by signs as open to hunting. This open area, comprising 3,100 acres, is delineated on maps available at refuge headquarters, Tishomingo, Okla., and from the Regional Director, Bureau of Sport Fisheries and Wildlife, Post Office Box 1306, Albuquerque, N. Mex., 87103. Hunting shall be in accordance with all applicable State regulations governing the hunting of rabbits, coyotes, wolves, and bobcats subject to the following special conditions:

(1) The open season for hunting rabbits, coyotes, wolves, and bobcats on the refuge extends from January 1 through September 30, 1966, inclusive; and from November 1 through December 31, 1966, inclusive, on Tuesdays, Thursdays, Saturdays, Sundays, and National holidays.

(2) Shotguns only may be used for hunting.

(3) A Federal permit is not required to enter the public hunting area, but hunters, upon entering and leaving, shall report at designated checking stations as may be established for the regulation of the hunting activity and shall furnish information pertaining to their hunting, as requested.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through December 31, 1966.

The public hunting of raccoons, skunks, and opossums on the Tishomingo National Wildlife Refuge, Okla., is permitted only on the area designated by signs as open to hunting. This open area, comprising 3,100 acres, is delineated on maps available at refuge headquarters, Tishomingo, Okla., and from the Regional Director, Bureau of Sport Fisheries and Wildlife, Post Office Box 1306, Albuquerque, N. Mex., 87103. Hunting shall be in accordance with all applicable State regulations governing the hunting of raccoons, skunks, and opossums subject to the following special conditions:

(1) The open season for hunting raccoons, skunks, and opossums on the refuge extends from December 1 through December 31, 1966, inclusive, on Tuesdays, Thursdays, Saturdays, Sundays, and National holidays.

(2) Shotguns only may be used for hunting.

(3) A Federal permit is not required to enter the public hunting area, but hunters, upon entering and leaving, shall report at designated checking stations as may be established for the regulation of the hunting activity and shall furnish information pertaining to their hunting, as requested.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through December 31, 1966.

EARL W. CRAVEN,  
Refuge Manager, Tishomingo  
National Wildlife Refuge,  
Okla.

OCTOBER 7, 1965.

[F.R. Doc. 65-11255; Filed, Oct. 20, 1965;  
8:46 a.m.]

## PART 32—HUNTING

### Certain National Wildlife Refuges, Illinois, Iowa, and Nebraska

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.32 Special regulations; big game;  
for individual wildlife refuge areas.

#### ILLINOIS

##### CRAB ORCHARD NATIONAL WILDLIFE REFUGE

Public hunting of deer on the Crab Orchard National Wildlife Refuge on an area designated by signs as open to hunting is permitted with bow and arrow from October 1 through November 15, 1965, and from November 24 through December 31, 1965, except that deer may not be taken with bow and arrow from November 30 through December 6, 1965. Shotgun hunting of deer is permitted from November 19 through November 21, 1965, and from December 3 through December 5, 1965. The open area comprising 9,380 acres is delineated on maps available at the refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 1006 West Lake Street, Minneapolis, Minn., 55408. Hunting shall be in accordance with all applicable State and Federal regulations governing the hunting of deer.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through December 31, 1965.

#### IOWA

##### MARK TWAIN NATIONAL WILDLIFE REFUGE

Public hunting of deer on the Mark Twain National Wildlife Refuge, Iowa, is permitted from December 11 through December 14, 1965, but only on the areas

known as Big Timber and that portion of the Louisa Unit known as the Turkey Island area designated by signs as open to hunting. These open areas, comprising 1,660 acres, are delineated on a map available at the refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 1006 West Lake Street, Minneapolis, Minn., 55408. Hunting shall be in accordance with all applicable State and Federal regulations governing the hunting of deer.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through December 14, 1965.

#### NEBRASKA

##### DESOTO NATIONAL WILDLIFE REFUGE

Public hunting of deer on the DeSoto National Wildlife Refuge, Nebr., is permitted on December 18 and December 19, 1965, but only on the areas designated by signs as open to hunting. These open areas, comprising 3,350 acres, are delineated on a map available at the refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 1006 West Lake Street, Minneapolis, Minn., 55408. Hunting shall be in accordance with all applicable State and Federal regulations governing the hunting of deer.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through December 19, 1965.

W. P. SCHAEFER,  
Acting Regional Director, Bu-  
reau of Sport Fisheries and  
Wildlife.

OCTOBER 14, 1965.

[F.R. Doc. 65-11253; Filed, Oct. 20, 1965;  
8:46 a.m.]

## PART 32—HUNTING

### Valentine National Wildlife Refuge, Nebr.; Correction

In F.R. Volume 30, Number 192, appearing on page 12683 of the issue for Tuesday, October 5, 1965, the paragraph relating to size of area open to hunting of deer is corrected to read:

Public hunting of deer on the Valentine National Wildlife Refuge, Nebr., is permitted only on the area designated by signs as open to hunting. This open area, comprising 71,000 acres, is delineated on maps available at refuge headquarters, Valentine, Nebr. \* \* \*

W. P. SCHAEFER,  
Acting Regional Director, Bu-  
reau of Sport Fisheries and  
Wildlife.

OCTOBER 14, 1965.

[F.R. Doc. 65-11254; Filed, Oct. 20, 1965;  
8:46 a.m.]



**PART 33—SPORT FISHING****Tishomingo National Wildlife Refuge,  
Okla.**

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

**§ 33.5 Special regulations; sport fishing; for individual wildlife refuge areas.****OKLAHOMA****TISHOMINGO NATIONAL WILDLIFE REFUGE**

Sport fishing on the Tishomingo National Wildlife Refuge, Tishomingo, Okla., is permitted only on the area

designated by signs as open to fishing. These open areas, comprising 10,000 acres, are delineated on maps available at refuge headquarters, and from the Regional Director, Bureau of Sport Fisheries and Wildlife, Post Office Box 1306, Albuquerque, N. Mex., 87103. Sport fishing shall be in accordance with all applicable State regulations subject to the following condition:

(1) The open seasons for sport fishing on the refuge extend from January 1 through December 31, 1966, inclusive, on the waters east of the north-south center line of Secs. 19, 30, and 31, T. 4 S., R. 7 E., and in Rock Creek, Bell Creek, Big Sandy Creek, Dick's Pond, and Goose

Pen Pond; and from January 1 through September 30, 1966, inclusive, for all other refuge waters.

The provisions of this special regulation supplement the regulations which govern fishing on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 33, and are effective through December 31, 1966.

**EARL W. CRAVEN,**  
*Refuge Manager, Tishomingo  
National Wildlife Refuge,  
Okla.*

OCTOBER 7, 1965.

[F.R. Doc. 65-11256; Filed, Oct. 20, 1965;  
8:46 a.m.]



# Proposed Rule Making

## FEDERAL AVIATION AGENCY

[14 CFR Part 103]

[Docket No. 6973; Notice No. 65-29]

### QUANTITY LIMITATIONS AND CARGO LOCATIONS

#### Notice of Proposed Rule Making

The Federal Aviation Agency has under consideration an amendment to Part 103 to exclude small-arms ammunition from the 50-pound weight limitation of § 103.7(b) when being transported in passenger carrying aircraft. It is also proposed to make the quantity limitations of paragraphs (a) and (c) of § 103.19 applicable only to inaccessible cargo pits or bins on any aircraft. It is further proposed to amend § 103.31(c) to clearly indicate that the prohibition against carrying yellow labeled material and white labeled material side by side applies anywhere within any aircraft.

Interested persons are invited to participate in the making of the proposed rules by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before December 20, 1965, will be considered by the Administrator before taking action upon the proposed rules. The proposals contained in this notice may be changed in light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

A proposal to relax the quantity and storage limitations was requested by the Air Transport Association (ATA) on behalf of its member airlines. In support of its request the ATA states, among other things, that experience has shown that the present requirements are unnecessary from the standpoint of safety and impractical from the standpoint of handling. The ATA requested the elimination of the 50-pound weight limitation of § 103.7(b) upon the quantity of Class C explosives that may be packed in one outside container if aboard a passenger-carrying aircraft. However, the Bureau of Explosives recommends relaxation of the 50-pound limitation only in the case of small-arms ammunition, since small-arms ammunition is the only exception among Class C explosives that does not readily ignite en masse by the ignition of one unit of the same Class C explosive within the container. The Agency agrees with the Bureau of Explosives. Accordingly, the amendment

of § 103.7(b) as proposed herein only excludes small-arms ammunition from the 50-pound limitation for an outside container.

It is therefore proposed to amend § 103.7(b) to except small-arms ammunition from the 50-pound limitation contained in that section.

The ATA also requested the elimination of paragraphs (a) and (c) of § 103.19 which contain a total weight limitation for each dangerous article stowed in any cargo bin on passenger-carrying aircraft and in any inaccessible cargo bin on all aircraft.

Generally the containers used in transporting dangerous articles are constructed to withstand conditions normally incident to transportation, without rupturing. However, because the possibility of ruptured containers does exist, the Agency does not believe that the present weight limitations imposed for inaccessible cargo bins on all aircraft (cargo and passenger) can safely be removed. In the case of an accessible cargo bin, a ruptured container can be separated in flight from the remainder of the cargo, thus preventing the further development of an unsafe flight condition. Therefore, no unacceptable risk would be imposed if, as proposed herein, the present weight limit for dangerous articles stowed in each accessible cargo bin, on all aircraft, were removed.

The ATA has further requested the deletion of § 103.31(b). This section requires dangerous articles that are acceptable only for carriage on cargo aircraft to be stowed in a location accessible to a crewmember in flight. Those articles present such a potential hazard that in the event of rupture, their inaccessibility in flight could result in serious consequences. Therefore, the Agency believes that the provisions of § 103.31(b) must be retained in the interest of safety.

Lastly, the ATA requested the elimination of § 103.31(c). This section prohibits the stowage of white labeled material and yellow labeled material side by side in cabins or in cargo bins. In support of its request, ATA states that this section was created to prevent the possibility of a fire as a result of one container leaking into another as might occur when white labeled material is placed on top of yellow labeled material; they further state that such a possibility is so remote as to be nearly impossible. Although this contention may be valid, it should be noted that the failure of containers of these materials could result not only in fire, but also in the formation of toxic gas and corrosive acid within the aircraft. Because of the possibility of any of these unsafe conditions occurring during flight, the Agency does not believe that the safeguards provided by that section should be removed from Part 103.

In connection with the consideration of § 103.31(c) it has been brought to the attention of the Agency that the provisions of that section have, in some instances, been misinterpreted. The prohibition against the stowage of yellow and white label material side by side "in cabins or in cargo pits or bins" was interpreted by some persons to mean yellow label material and white labeled material could not be stowed in the same cargo pit or bin regardless of their position in the cargo pit or bin. This restrictive interpretation is incorrect. Section 103.31(c) of the FARs, as well as § 73.538 of the ICC regulations, the basis for § 103.31(c), permits the stowage of white and yellow labeled materials in the same compartment provided they are not stowed next to each other. Accordingly, the Agency proposes to amend § 103.31(c) to avoid any further misinterpretation of that section by simply stating that the prohibition contained therein applies to white and yellow labeled material stowed next to each other anywhere within the aircraft.

In consideration of the foregoing, it is proposed to amend Part 103 of Chapter I of Title 14 of the Code of Federal Aviation Regulations as follows:

1. By amending § 103.7(b) to read as follows:

§ 103.7 Passenger-carrying aircraft.

(b) Class C explosives that are packed, marked, and labeled in accordance with the requirements of Parts 72 and 73 of the ICC Regulations (49 CFR Parts 72 and 73) for shipment by rail express, except that the maximum for other than small-arms ammunition that may be packed in one outside container is 50 pounds net weight.

2. By amending paragraphs (a) and (c) of § 103.19 to read as follows:

§ 103.19 Quantity limitations.

(a) No person may carry more than 150 pounds net weight of nonflammable compressed gas in any inaccessible cargo pit or bin on any aircraft.

(c) No person may carry more than 50 pounds net weight of any article (other than an article specified in paragraph (a) and (b) of this section) that is subject to this Part in any inaccessible cargo pit or bin on any aircraft.

3. By amending § 103.31(c) to read as follows:

§ 103.31 Cargo location.

(c) No person may place a container of yellow label material next to, or in a position to allow contact with, a container of white labeled material in any aircraft.



These amendments are proposed under the authority of Sections 307, 313 (a), 601 and 902 of the Federal Aviation Act of 1958; 49 U.S.C. 1348, 1354, 1421 and 1472.

Issued in Washington, D.C., on October 14, 1965.

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

[F.R. Doc. 65-11247; Filed, Oct. 20, 1965; 8:45 a.m.]

## FEDERAL COMMUNICATIONS COMMISSION

[ 47 CFR Parts 2, 91, 95 ]

[Docket No. 16122]

### ALLOCATION AND ASSIGNMENT OF CERTAIN FREQUENCIES

#### Order for Extension of Time for Filing Reply Comments

The Commission, by its Chief, Safety and Special Radio Services Bureau, having under consideration a request submitted on October 14, 1965, by the Academy of Model Aeronautics (Academy) to extend the period for filing reply comments in the above-entitled matter until November 15, 1965; and

It appearing, that, the time for filing original comments expired on October 1, 1965, and the time for filing reply comments expires on October 15, 1965; and

It further appearing, that, the Academy filed the petition, RM-496, which is being considered in this proceeding and states in support of its request that an additional 30-day period is needed in order to evaluate the comments filed in response to the Commission's notice and to coordinate its reply comments with the members of its Radio Control Committee; and

It further appearing, that, the public interest would be served by providing the additional time for the filing of reply comments;

It is ordered, This 15th day of October 1965, pursuant to sections 4(i) and 5(d) (1) of the Communications Act of 1934, as amended and § 0.331(b)(4) of the Commission's rules, that the time for filing reply comments in this proceeding is extended from October 15, 1965, to November 15, 1965.

Released: October 18, 1965.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] BEN F. WAPLE,  
Secretary.

[F.R. Doc. 65-11280; Filed, Oct. 20, 1965; 8:48 a.m.]

[ 47 CFR Part 21 ]

### DOMESTIC PUBLIC RADIO SERVICES (OTHER THAN MARITIME MOBILE)

#### Further Notice of Proposed Rule Making

CROSS REFERENCE: For further notice of proposed rule making in the matter of Docket No. 15586, see Pars. 53 and 54 in F.R. Doc. 65-11278, Title 47, Chapter I, in Rules and Regulations Section, *supra*.

[ 47 CFR Part 73 ]

[Docket No. 16186]

### FM TABLE OF ASSIGNMENTS; OSKALOOSA, IOWA, ET AL.

#### Order Extending Time for Filing Comments and Replies

In the matter of amendment of § 73.202, Table of Assignments, FM Broadcast Stations (Oskaloosa, Ottumwa, Perry, Marshalltown, Knoxville, Carroll, Waterloo, Oelwein, and Charles City, Iowa).

1. On September 10, 1965 the Commission issued a notice of proposed rule making (FCC 65-788) in the above-entitled matter inviting comments on two conflicting petitions for rule making to amend the FM Table of Assignments. The time for filing comments was designated as October 11, 1965, and for reply comments as October 26, 1965. Upon joint request of Palmer Broadcasting Co. and Black Hawk Broadcasting, the two original petitioners, these dates were extended until October 18, 1965, and November 2, 1965, in order that they may have time to set forth a solution to the conflict. On October 15, 1965, Palmer and Black Hawk filed another request for an extension until October 25, 1965, since additional time is necessary to submit their comments and the possible solution.

2. We are of the view that the requested extension would serve the public interest. However, in order that the parties may have sufficient time in which to prepare their comments we believe that more than 1 week should be allowed. Accordingly, notice is hereby given that the time for filing comments in this proceeding is extended to November 1, 1965, and for reply comments to November 15, 1965.

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

Adopted: October 18, 1965.

Released: October 18, 1965.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] BEN F. WAPLE,  
Secretary.

[F.R. Doc. 65-11281; Filed, Oct. 20, 1965; 8:48 a.m.]

[ 47 CFR Part 73 ]

[Docket No. 16206]

### VHF BROADCAST STATIONS; REMOTE CONTROL OPERATION

#### Order Extending Time for Filing Comments and Reply Comments

1. On September 24, 1965, the Commission issued a notice of proposed rule making (FCC 65-856) inviting comments in the above-entitled matter by October 22, 1965, and reply comments by November 5, 1965. Two requests for extension of time to file comments in this proceeding have been filed, one by the Broadcast Equipment Section of the Electronic Industries Association (EIA) and the second by the National Association of Broadcast Employees and Technicians, AFL-CIO (NABET), the former requesting an extension for comments until January 17, 1966, and the latter until November 22, 1965. EIA states that its Engineering Committee needs additional time in order to evaluate the proposal and to submit recommendations to the Broadcast Equipment Section and that in addition both the Broadcast Television System Committee and the receiver manufacturers wish to consider whether to submit comments. EIA further states that it will take considerable time to prepare remote control equipment. NABET states that it desires additional time in order to conduct a survey of a representative number of VHF stations to determine the possible impact of the proposal on employment of technicians by VHF stations and the maintenance of the Commission's technical standards, and that the completion of such a study would make possible more meaningful comments.

2. We are of the view that the petitioners have made a sufficient showing to warrant the additional time requested and that an extension would serve the public interest. Accordingly, it is ordered, This 14th day of October 1965, That the time for filing comments in this proceeding is extended from October 22, 1965, to January 17, 1966, and for filing reply comments from November 5, 1965, to February 1, 1966.

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

Released: October 18, 1965.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] BEN F. WAPLE,  
Secretary.

[F.R. Doc. 65-11282; Filed, Oct. 20, 1965; 8:48 a.m.]



# Notices

## INTERSTATE COMMERCE COMMISSION

[Notice 830]

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

OCTOBER 15, 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 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 986 (Sub-No. 13), filed September 23, 1965. Applicant: KANSAS NEBRASKA EXPRESS, INC., 541 South First Street, Lincoln, Nebr. Applicant's representative: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr., 68102. Authority sought to operate as a

common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading), between Omaha, Nebr., and Kansas City, Mo.; from Omaha over U.S. Highway 73 to Hlawatha, Kans., thence over U.S. Highway 36 to St. Joseph, Mo., thence over Interstate Highway 29 to Kansas City and return over the same route, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's authorized regular-route operations. Note: If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 2510 (Sub-No. 29), filed September 24, 1965. Applicant: ZIFFRIN TRUCK LINES, INC., 1120 South Division Street, Indianapolis, Ind., 46221. Applicant's representative: Ferdinand Born, 1017-19 Chamber of Commerce Building, Indianapolis 4, Ind. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, livestock, commodities in bulk and those requiring special equipment), (1) between Greensburg, Ind., and Columbus, Ind., over Indiana Highway 46, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's authorized regular-route operations; (2) between New Castle, Ind., and Rushville, Ind., over Indiana Highway 3, serving no intermediate points and serving junction Indiana Highway 3 and U.S. Highway 40 as a point of joinder, as an alternate route for operating convenience only in connection with applicant's authorized regular-route operations; (3) between junction Indiana Highways 67 and 9 near Huntsville, Ind., and Shelbyville, Ind., over Indiana Highway 9, serving no intermediate points and serving junction Indiana Highway 9 and U.S. Highway 40 as a point of joinder, as an alternate route for operating convenience only in connection with applicant's authorized regular-route operations; and (4) between Shelbyville, Ind., and Rushville, Ind., over Indiana Highway 44, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's authorized regular-route operations. Note: If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 2593 (Sub-No. 9), filed October 1, 1965. Applicant: BAUMANN BROS. TRANSPORTATION, INC., 1813

Yolande Avenue, Post Office Box 1524, Lincoln, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Paint, and paint material, groceries and grocery store supplies*, serving points in Washington County, Nebr., as intermediate and off-route points in connection with applicant's authorized regular route operations. Note: If a hearing is deemed necessary, applicant requests it be held at Lincoln, Nebr.

No. MC 2990 (Sub-No. 20), filed September 29, 1965. Applicant: BLUE ARROW-DOUGLAS, INC., 525 Burton Street SW., Grand Rapids, Mich. Applicant's representative: Edward G. Bazelon, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods, as defined by the Commission, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading), (1) between Lansing and Battle Creek, Mich., over Michigan Highway 78, and (2) between Lansing and Marshall, Mich., over U.S. Highway 27, serving no intermediate points, as alternate routes for operating convenience only, in connection with applicant's regular-route operations. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 9993 (Sub-No. 1), filed October 1, 1965. Applicant: MICHAEL KOHUTICH AND DOROTHY KOHUTICH, a partnership, doing business as MICKEY'S MOVING, 7 Yoland Drive, Little Falls, N.J., 07424. Applicant's representative: John M. Zachara, Post Office Box Z, Paterson, N.J., 07509. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Furniture*, uncrated, between Clifton, N.J., and points in New Jersey within 25 miles thereof, on the one hand, and, on the other, points in Connecticut, New Jersey, New York, and Pennsylvania. Note: If a hearing is deemed necessary, applicant requests it be held at Newark, N.J., or New York, N.Y.

No. MC 10495 (Sub-No. 2), filed September 24, 1965. Applicant: WARD KING, doing business as KING TRUCK LINE, Powhattan, Kans. Applicant's representative: John E. Jandera, 641 Harrison Street, Topeka, Kans., 66603. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fertilizer, agricultural chemicals and feed* (except liquid), from St. Louis and Kansas City, Mo., to points in that part of Kansas on and bounded by a line beginning at the Nebraska-Kansas State line and extending along Kansas Highway 63 to junc-

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



tion Kansas Highway 9, thence along Kansas Highway 9 to junction Kansas Highway 7, thence along Kansas Highway 7 to the Kansas-Nebraska State line, thence along the Kansas-Nebraska State line to Kansas Highway 63, the point of beginning, and *exempt commodities*, on return. Note: If a hearing is deemed necessary, applicant requests it be held at Topeka, Kans.

No. MC 21170 (Sub-No. 117), filed October 4, 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: *Bowling alleys, bowling alley equipment, and such commodities* as are used in the construction, operation and maintenance thereof, between Shelby, Ohio, on the one hand, and, on the other, points in Arkansas, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, Wisconsin, Oklahoma, and Texas. Note: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo. or Washington, D.C.

No. MC 21170 (Sub-No. 118), filed October 4, 1965. Applicant: BOS LINES, INC., 408 South 12th Avenue, Marshalltown, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from North Chicago, Ill., to points in Iowa and Missouri. Note: If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 21170 (Sub-No. 119), filed October 4, 1965. Applicant: BOS LINES, INC., 408 South 12th Avenue, Marshalltown, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts, dairy products, articles distributed by meat packinghouses, and such commodities* as are used by meat packers in the conduct of their business when destined to and for use by meat packers, as described in sections A, B, C, and D of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk in tank vehicles), from points in Kansas to points in Missouri. Note: If a hearing is deemed necessary applicant requests it be held at Omaha, Nebr.

No. MC 21170 (Sub-No. 120), filed October 4, 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: *Bowling alleys, bowling alley equipment, and such commodities* as are used in the construction, operation and maintenance thereof, between Shelby, Ohio, on the one hand, and, on the other, points in Arizona, California, Colorado, Idaho, North Dakota, Oregon, South Dakota, and Washington. Note: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo., or Washington, D.C.

No. MC 25643 (Sub-No. 46), filed October 4, 1965. Applicant: EVERTS' COMMERCIAL TRANSPORT, INC., 815 Garfield Street, Eugene, Ore. Appli-

cant's representative: Earle V. White, Fifth Avenue Building, 2130 SW. Fifth Avenue, Portland 1, Ore. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids, chemicals, and chemical solutions*, in bulk, in tank vehicles, and *rejected and contaminated shipments*, between points in Union County, Ore., on the one hand, and, on the other, points in Idaho and Montana. Note: If a hearing is deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 25643 (Sub-No. 47) filed October 4, 1965. Applicant: EVERTS' COMMERCIAL TRANSPORT, INC., 815 Garfield Street, Eugene, Ore. Applicant's representative: Earle V. White, 2130 SW. Fifth Avenue, Portland, Ore., 97201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals, chemical solutions, urea, fertilizer, and fertilizer compounds*, in bulk, between Portland and points in Columbia County, Ore., on the one hand, and, on the other, points in Washington and Idaho (except no service in the transportation of shipments originating at or destined to points in British Columbia, Canada), and *rejected and contaminated shipments* on return. Note: If a hearing is deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 28517 (Sub-No. 4), filed October 5, 1965. Applicant: LEWIS R. WINKLER AND ALBERT T. CARLSON, a partnership, doing business as FARNY TRUCK SERVICE, 1419 Northwest Overton, Portland, Ore., 97210. Applicant's representative: William B. Adams, Pacific Building, Portland, Ore., 97204. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value and except household goods as defined by the Commission and commodities in bulk), between Rainier and Astoria, Ore., over U.S. Highway 30, serving all intermediate points and the off-route points within ten (10) miles of Astoria. Note: If a hearing is deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 29886 (Sub-No. 216) filed September 20, 1965. Applicant: DALLAS & MAVIS FORWARDING CO., INC., 4000 West Sample Street, South Bend, Ind. Applicant's representative: Charles M. Pieroni (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Containers* for use with loading devices in shipper furnished trailers, from Galion, Ohio, to points in the United States, including Alaska but excluding Hawaii. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 30844 (Sub-No. 196), filed October 1, 1965. Applicant: KROBLIN REFRIGERATED XPRESS, INC., Post Office Box 5000, 2125 Commercial Street, Waterloo, Iowa, 50703. Applicant's representative: 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: *Candy, confectionery, and confectionery products* (except commodities in bulk, in tank vehicles) from the plantsite of Topps Chewing Gum Co., at or near Duryea, Pa., to points in Illinois, Indiana, Iowa, Kansas, Michigan, Kentucky, Minnesota, Missouri, Oklahoma, Texas, and Wisconsin. Note: If a hearing is deemed necessary, applicant does not specify place of hearing.

No. MC 33278 (Sub-No. 14), filed October 4, 1965. Applicant: LEE AMERICAN FREIGHT SYSTEM, INC., 418 Olive Street, St. Louis, Mo. Applicant's representative: B. W. La Tourette, Jr., Suite 1230, Boatmen's Bank Building, St. Louis, Mo., 63102. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving Lorenzo, Ill., as an off-route point in connection with applicant's authorized regular route operations between St. Louis, Mo., and Chicago, Ill. Note: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 41223 (Sub-No. 2), filed September 24, 1965. Applicant: CHICAGO AREA TRUCK LINES, INC., 1536 Union Avenue, Chicago Heights, Ill. Applicant's representative: Eugene L. Cohn, 1 North La Salle Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, and commodities in bulk), serving the plantsite of the Bethlehem Steel Corp. in Burns Harbor, Porter County, Ind., as an off-route point in connection with applicant's authorized regular route operations in Indiana and Illinois. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 41404 (Sub-No. 65), filed October 4, 1965. Applicant: ARGO-COLLIER TRUCK LINES CORPORATION, Post Office Box 151, Fulton Highway, Martin, Tenn., 38237. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from the plantsite of Green Giant Foods Co., located at Belvidere, Ill., to points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Minneapolis, Minn.

No. MC 42286 (Sub-No. 2), filed September 29, 1965. Applicant: RIZZO TRUCKING, INC., 71 North Fifth Street, Brooklyn, N.Y., 11211. Applicant's representative: Morris Honig, 150 Broadway, New York 38, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes,



transporting: *Meat, meat products, meat byproducts, and articles distributed by meat packinghouses as described in Descriptions in Motor Carrier Certificates, and dairy products, excepting commodities in bulk in tank vehicles, and excepting dry salt, dry salt with additives, dry salt products and dry mineral mixtures, (1) between New York, N.Y., on the one hand, and, on the other, points in Westchester County, N.Y., (2) between New York, Elmsford, and Mount Kisco, N.Y., on the one hand, and, on the other, points in Bergen, Essex, Hudson, Middlesex, Union, and Passaic Counties, N.J., and (3) between points in the New York, N.Y. commercial zone as defined by the Commission in 53 M.C.C. 451, on the one hand, and, on the other, points in Nassau, Suffolk, and Westchester Counties, N.Y., and those in Bergen, Essex, Hudson, Middlesex, Passaic, and Union Counties, N.J.* NOTE: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 42487 (Sub-No. 635), filed September 30, 1965. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif. Applicant's representative: Robert C. Stetson (same as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Urea, dry, in bags or bulk, urea solutions, ammonium nitrate solutions, nitrogenous fertilizer solutions, and nitric acid, in bulk, in tank vehicles, from Cheyenne, Wyo., and points within five (5) miles thereof, to points in Arizona, California, Colorado, Idaho, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, and Wyoming.* NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Cheyenne, Wyo.

No. MC 42487 (Sub-No. 637), filed October 6, 1965. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif. Applicant's representative: John G. McLaughlin, Pacific Building, Portland, Oreg., 97204.

Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Acids, chemicals, and liquid wax, in bulk, between points in Union County, Oreg., on the one hand, and, on the other, points in Washington, Idaho, and Montana.* NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Portland, Oreg.

No. MC 42963 (Sub-No. 35), filed September 27, 1965. Applicant: DANIEL HAMM DRAYAGE COMPANY, a corporation, Second and Tyler Streets, St. Louis, Mo. Applicant's representative: 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: *Limestone, limestone products, and mineral filler, from*

points in Monroe County, Ill., to points in Missouri on and east of U.S. Highway 65. NOTE: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 46280 (Sub-No. MC 56), filed October 4, 1965. Applicant: DARLING FREIGHT, INC., 4000 Division Avenue, South Grand Rapids 9, Mich. Applicant's representative: Robert A. Sullivan, 1800 Buhl Building, Detroit, Mich., 48226. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities (except those of unusual value, and except dangerous explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment), between points in the Lower Peninsula of Michigan, on the one hand, and, on the other, points in Florida.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Miami and Jacksonville, Fla., and Detroit, Mich.

No. MC 50544 (Sub-No. 57), filed September 20, 1965. Applicant: THE TEXAS AND PACIFIC MOTOR TRANSPORT COMPANY, a corporation, 210 North 13th Street, St. Louis, Mo., 63103. Applicant's representative: Robert S. Davis, 210 North 13th Street, St. Louis, Mo., 63103. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities, between Texarkana, Ark.-Tex. and Dallas and Fort Worth, Tex., and between Texarkana, Ark.-Tex. and Shreveport, La., by removing Texarkana, Ark.-Tex. as a key-point. The routes applicant proposes to use in providing said service are as follows: between (a) Texarkana, Ark.-Tex., and Fort Worth, Tex., from Texarkana over U.S. Highway 82 to Whitesboro, Tex., thence over Texas Highway 99 to Denton, Tex., and thence over U.S. Highway 377 to Fort Worth, Tex., (b) Texarkana, Ark.-Tex. and Dallas, Tex., from Texarkana over U.S. Highway 82 to Sherman, Tex., thence over U.S. Highway 75 to Dallas, (c) Texarkana, Ark.-Tex., and Dallas and Fort Worth, Tex., from Texarkana over U.S. Highway 59 to Marshall, Tex., and thence over U.S. Highway 80 to Dallas and Fort Worth. In addition, between Dallas and Fort Worth (1) from Dallas over unnumbered highways via Irving and Sowers to Euless, thence over Texas Highway 183 to junction Texas Highway 121, and thence over Texas Highway 121 to Fort Worth, and return; (2) over Texas Turnpike. And (d) Texarkana, Ark.-Tex., and Shreveport, La., from Texarkana over U.S. Highway 59 to Marshall, Tex., thence over U.S. Highway 80 to Shreveport, La. NOTE: Applicant is a wholly owned subsidiary of the Texas and Pacific Railway Co. If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.*

No. MC 51146 (Sub-No. 30), filed October 1, 1965. Applicant: SCHNEIDER TRANSPORT & STORAGE, INC., 817 McDonald Street, Green Bay, Wis. Applicant's representative: Charles W.

Singer, 33 North La Salle Street, Chicago, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Glassware, glass containers, caps, covers, tops, stoppers, and accessories for glass containers and paper cartons, from Winchester, Ind., to points in Illinois, Iowa, Michigan, Minnesota, and Wisconsin, and damaged and rejected shipments, on return.* NOTE: If a hearing is deemed necessary, applicant does not specify location.

No. MC 52709 (Sub-No. 272), filed September 29, 1965. Applicant: RINGSBY TRUCK LINES, INC., 3201 Ringsby Court, Denver, Colo., 80216. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: (A) *General commodities (except livestock, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), between Battle Mountain, Nev., and Oakland, Calif., over Interstate Highway 80 (also over U.S. Highway 40), serving the intermediate points of Reno, Nev., and Sacramento, Calif., and serving the off-route point of Copper Canyon, Nev., and points within 10 miles thereof; (B) general commodities (except livestock and household goods as defined by the Commission), between Battle Mountain, Nev., and Tonopah, Nev., from Battle Mountain over Nevada Highway 8A to junction U.S. Highway 6, thence over U.S. Highway 6 to Tonopah and return over the same route, serving no intermediate points and serving the off-route point of Copper Canyon, Nev., and points within 10 miles thereof.* NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 52869 (Sub-No. 83), filed September 24, 1965. Applicant: NORTHERN TANK LINE, a corporation, 511 Pleasant Street, Post Office Box 990, Miles City, Mont. Applicant's representative: Alan Foss, First National Bank Building, Fargo, N. Dak., 58102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products, in bulk, in tank vehicles, from Casselton, N. Dak., to points in Minnesota.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn., or Bismarck, N. Dak.

No. MC 52953 (Sub-No. 32) (AMENDMENT) filed September 1, 1965, published in FEDERAL REGISTER issue of September 22, 1965, amended October 6, 1965, and republished as amended this issue. Applicant: ET&WNC TRANSPORTATION COMPANY, a corporation, 132 Legion Street, Johnson City, Tenn. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading), (1) between Little Rock, Ark., and*



Fort Worth, Tex.; from Little Rock over U.S. Highway 67 (also over Interstate Highway 30) to Dallas, Tex., thence over U.S. Highway 80 (also over Interstate Highway 20) to Fort Worth and return over the same route, serving all intermediate points and the off-route points of Jones Mill and Gum Springs, Ark., and those within 15 miles of Texarkana, Ark.-Tex., and Dallas and Fort Worth, Tex.; (2) between Greenville, Miss., and Fort Worth, Tex.; (a) from Greenville over U.S. Highway 82 to El Dorado, Ark., thence over U.S. Highway 167 to junction Louisiana Highway 9, thence over Louisiana Highway 9 to junction U.S. Highway 79, thence over U.S. Highway 79 (also Interstate Highway 20) to Shreveport, La., thence over U.S. Highway 80 (also over Interstate Highway 20) to Fort Worth and return over the same route, serving all intermediate points and those off-route points within 15 miles of Shreveport, La.; (b) from Greenville over U.S. Highway 82 to junction U.S. Highway 165, thence over U.S. Highway 165 to Monroe, La., thence over U.S. Highway 80 (also over Interstate Highway 20) to Fort Worth and return over the same route, serving all intermediate points; (3) between Greenville, Miss., and Houston, Tex.; from Greenville over U.S. Highway 82 to El Dorado, Ark., thence over U.S. Highway 167 to junction Louisiana Highway 9, thence over Louisiana Highway 9 to junction U.S. Highway 79, thence over U.S. Highway 79 to Carthage, Tex., thence over U.S. Highway 59 to Houston and return over the same route, serving all intermediate points and the off-route points of Baytown and Texas City, Tex., and those points within 15 miles of Houston, Tex.; and (4) between Dallas, Tex., and Houston, Tex.; from Dallas over U.S. Highway 75 (also over Interstate Highway 45) to Houston and return over the same route, serving no intermediate points. **NOTE:** The purpose of this republication is to more clearly set forth the territorial description in (1) above. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Knoxville and Memphis, Tenn., and Dallas, Tex.

No. MC 53965 (Sub-No. 44), filed September 24, 1965. Applicant: GRAVES TRUCK LINE, INC., 739 North 10th Street, Salina, Kans. Applicant's representative: John E. Jandera, 641 Harrison Street, Topeka, Kans., 66603. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles), from Wichita, Kans., to points in Nebraska, Louisiana, Kentucky, Tennessee, Mississippi, Alabama, Georgia, South Carolina, North Carolina, Florida, North Dakota, South Dakota, New Mexico, Arizona, California, Nevada, Oregon, Washington, Idaho, Montana, Utah, Colorado, Wyoming, Kansas,

Missouri, Oklahoma, Texas, and Arkansas. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 53965 (Sub-No. 45), filed September 24, 1965. Applicant: GRAVES TRUCK LINE, INC., Salina, Kans. Applicant's representative: John E. Jandera, 641 Harrison Street, Topeka, Kans., 66603. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Bananas, coconuts, and pineapples*, from Freeport, Tex., to points in Kansas, Nebraska, Oklahoma, and that part of Colorado on and east of U.S. Highway 85. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at New Orleans, La.

No. MC 55236 (Sub-No. 112), filed October 1, 1965. Applicant: OLSON TRANSPORTATION COMPANY, a corporation, 1970 South Broadway, Green Bay, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer ingredients*, including but not limited to anhydrous ammonia, nitrogen fertilizer solutions, and aqua ammonia, in bulk from the plantsite of the Tuloma Gas Products facility at or near Burlington, Iowa, to points in Illinois, Indiana, Michigan, Minnesota, Missouri, Nebraska, South Dakota, and Wisconsin. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 55236 (Sub-No. 113), filed October 4, 1965. Applicant: OLSON TRANSPORTATION COMPANY, a corporation, 1970 South Broadway, Green Bay, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Wood pulp slurry*, in bulk, in tank vehicles, from Escanaba, Mich., and points within five (5) miles thereof to points in Ohio. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 55236 (Sub-No. 114), filed October 4, 1965. Applicant: OLSON TRANSPORTATION COMPANY, a corporation, 1970 South Broadway, Green Bay, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in tank or hopper-type vehicles, from Utica, Ill., to points in Minnesota and Iowa. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 55236 (Sub-No. 115) filed October 4, 1965. Applicant: OLSON TRANSPORTATION COMPANY, a corporation, 1970 South Broadway, Green Bay, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Lignin pitch*, in bulk, from Appleton and Rhineland, Wis., to points in Alabama, Arkansas, Florida, Georgia, Iowa, Illinois, Indiana, Kansas, Kentucky, Louisiana, Mississippi, Maryland, Michigan, Minnesota, Missouri, New Jersey, New York, North Carolina, Oklahoma, Ohio, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, and West Virginia. **NOTE:** If a

hearing is deemed necessary, applicant requests that it be held at Madison, Wis.

No. MC 55236 (Sub-No. 116), filed October 4, 1965. Applicant: OLSON TRANSPORTATION COMPANY, a corporation, 1970 South Broadway, Green Bay, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid fertilizer and liquid fertilizer ingredients*, in bulk, from Thorntown, Ind., to points in Illinois. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago or Springfield, Ill.

No. MC 55236 (Sub-No. 117), filed October 4, 1965. Applicant: OLSON TRANSPORTATION COMPANY, a corporation, 1970 South Broadway, Green Bay, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer ingredients*, including but not limited to anhydrous ammonia, nitrogen fertilizer solution, and aqua ammonia, in bulk, from the plantsite of Tuloma Gas Products between East Peoria and North Pekin, Ill., to points in Iowa, Indiana, Michigan, Minnesota, Missouri, Ohio, South Dakota, and Wisconsin. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 59367 (Sub-No. 26) (Amendment), filed August 13, 1965, published *FEDERAL REGISTER* issue August 26, 1965, amended October 8, 1965, and republished as amended this issue. Applicant: DECKER TRUCK LINE, INC., Post Office Box 915, Fort Dodge, 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: *Meats, meat products and meat byproducts, dairy products and articles distributed by meat packinghouses and such commodities as are used by meat packers in the conduct of their business when destined to and for use by meat packers*, from Iowa Falls, Iowa, and points within five (5) miles thereof, to points in Indiana, Illinois, Minnesota, Nebraska, Wisconsin, and the Upper Peninsula of Michigan. **NOTE:** The purpose of this republication is to include points within five (5) miles of Iowa Falls, Iowa, with the origin point shown in previous publication. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 60272 (Sub-No. 8), filed October 4, 1965. Applicant: HANSON TRANSFER, INC., Mayville, N. Dak. Applicant's representative: Alan Foss, First National Bank Building, Fargo, N. Dak., 58102. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except commodities of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Fargo and McVie, N. Dak.; from Fargo over U.S. Highway 81 to junction North Dakota Highway 15, and thence over North Dakota Highway 15 to McVie, and return over the same



routes, serving all intermediate points (except those on U.S. Highway 81). **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Fargo, N. Dak.

No. MC 61403 (Sub-No. 139), filed September 23, 1965. Applicant: THE MASON AND DIXON TANK LINES, INC., Eastman Road, Post Office Box 47, Kingsport, Tenn. Applicant's representative: W. C. Mitchell, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Caprolactam*, in bulk, from points in Richmond County, Ga., to points in Iowa, Kansas, Massachusetts, and New Hampshire. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 67866 (Sub-No. 16), filed September 27, 1965. Applicant: FILM TRANSIT, INC., 311 South Second Street, Memphis, Tenn. Applicant's representative: James W. Wrape, 2111 Sterick Building, Memphis, Tenn., 38103. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Commercial papers, payroll and data processing and accounting forms and information, documents, written instruments, and electromagnetically coded or impregnated forms and documents* (excluding coins, currency, and securities, or other instruments which are negotiable at the time of transportation), between Memphis, Tenn., on the one hand, and, on the other, points in Arkansas, that part of Mississippi on and north of U.S. Highway 80 and that part of Missouri on and south of Missouri Highway 84. **NOTE:** Service to be performed either entirely in applicant's own vehicles, or as applicant may determine in station wagons to be secured by applicant. If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn.

No. MC 82841 (Sub-No. 16), filed September 23, 1965. Applicant: R. D. TRANSFER, INC., 801 Livestock Exchange Building, Omaha, Nebr. Applicant's representative: 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: (1) *Tractors* (not including tractors with vehicle beds, bed frames, or fifth wheels), (2) *agricultural machinery and implements*, (3) *industrial and construction machinery and equipment*, (4) *equipment designed for use in conjunction with tractors*, (5) *trailers designed for the transportation of the commodities described above* (other than those designed to be drawn by passenger automobiles), (6) *attachments*, for the commodities described above, (7) *internal combustion engines*, and (8) *parts of the commodities described in (1) through (7) above*, when moving in mixed loads with such commodities, (a) from the plant and warehouse sites and experimental farms of Deere & Co. located in Black Hawk and Dubuque Counties, Iowa, to points in the United States (except points in Alaska and Hawaii), and

(b) from the plant and warehouse sites and experimental farms of Deere & Co. located in Rock Island County, Ill., Polk and Wapello Counties, Iowa, and Dodge County, Wis., to points in Arizona, Arkansas, California, Colorado, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, Wisconsin, and Wyoming. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 94350 (Sub-No. 150), filed October 1, 1965. Applicant: TRANSIT HOMES, INC., Post Office Box 1628, Transit Homes Building, 210 West McBee Avenue, Greenville, S.C. Applicant's representative: 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 Flathead County, Mont., to points in Montana, Washington, Oregon, Utah, Idaho, Wyoming, North Dakota, and South Dakota, and damaged or rejected shipments, on return. **NOTE:** If a hearing is deemed necessary, applicant requests that it be held at Helena, Mont.

No. MC 103051 (Sub-No. 202), filed September 24, 1965. Applicant: FLEET TRANSPORT COMPANY, INC., 340 Armour Drive NE., Post Office Box 13694 (Station K), Atlanta, Ga., 30324. Applicant's representative: R. J. Reynolds, Jr., Suite 403-11 Healey Building, Atlanta, Ga., 30303. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Sodium aluminate*, in bulk, from points in Cobb County, Ga., to points in South Carolina. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 103654 (Sub-No. 97), filed October 6, 1965. Applicant: SCHIRMER TRANSPORTATION COMPANY, INCORPORATED, 1145 Homer Street, St. Paul 16, Minn. Applicant's representative: Val M. Higgins, 1000 First National Bank Building, Minneapolis, Minn. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia*, in bulk, in tank vehicles, from plantsite of Consumers Cooperative Association, at or near Fort Dodge, Iowa, to points in Illinois, Kansas, Minnesota, Missouri, Nebraska, North Dakota, and South Dakota. **NOTE:** If a hearing is deemed necessary, applicant requests that it be held at Minneapolis, Minn.

No. MC 104896 (Sub-No. 16), filed October 1, 1965. Applicant: WOMELDORF, INC., Post Office Box 232, Lewistown, Pa., 17044. Applicant's representative: V. Baker Smith, 2107 Fidelity-Philadelphia Trust Building, Philadelphia, Pa., 19109. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Covers, disks, fillers, and partitions*, from Bound Brook and Vineland, N.J., to Clarion, Knox, Marienville, Oil City, and

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

No. MC 106398 (Sub-No. 317) filed October 4, 1965. Applicant: NATIONAL TRAILER CONVOY, INC., 1925 National Plaza, Post Office Box 8096, Dawson Station, Tulsa, Okla., 74151. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Trailers designed to be drawn by passenger automobiles*, in initial movements, in truckaway service, from points in Rapides Parish, La., to points in the United States (excluding Alaska and Hawaii). **NOTE:** Dual operations are involved, as applicant controls three contract carriers of various food and retail grocery merchandise: Food Transport, Inc., holding permit No. MC 29281 Sub-1, Market Haulage, Inc., holding permits No. MC 116714 and subs thereunder, and Relay Transport, Inc., holding permits No. MC 111309 and Sub 2. If a hearing is deemed necessary, applicant requests it be held at Alexandria, La.

No. MC 107012 (Sub-No. 62), filed October 4, 1965. Applicant: NORTH AMERICAN VAN LINES, INC., Post Office Box 988, Lincoln Highway East, Fort Wayne, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Uncrated refrigerators*, from Fort Smith, Ark., to points in the United States, including Alaska and Hawaii. **NOTE:** Applicant states no duplicating authority sought. If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 107496 (Sub-No. 405), filed October 4, 1965. Applicant: RUAN TRANSPORT CORPORATION, Keosauqua Way at Third, Des Moines, Iowa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Dry fertilizer and fertilizer ingredients*, in bulk, from Pine Bend, Minn., and points within five (5) miles thereof, to points in Wisconsin, North Dakota, South Dakota, Iowa, and Minnesota. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 107496 (Sub-No. 406), filed October 4, 1965. Applicant: RUAN TRANSPORT CORPORATION, Keosauqua Way at Third, Des Moines, Iowa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia*, in bulk, in tank vehicles, from the storage facilities of Monsanto Co. located in Monroe, Mississippi, Arkansas, St. Francis, and Crittenden Counties, Ark., to points in Illinois, Missouri, and Tennessee. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 107496 (Sub-No. 407), filed October 6, 1965. Applicant: RUAN TRANSPORT CORPORATION, Keosauqua Way at Third, Des Moines, Iowa. Applicant's representative: H. L. Fabritz (same address as above). Authority



sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Creosote oil*, in bulk, from Indianapolis, Ind., to points in Michigan. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 107496 (Sub-No. 408) filed October 4, 1965. Applicant: RUAN TRANSPORT CORPORATION, Keosauqua Way at Third, Des Moines, Iowa. Applicant's representative: H. L. Fabritz (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Feed and feed ingredients*, in bulk, from Weeping Water, Nebr., to points in Colorado, Iowa, Kansas, Minnesota, Missouri, South Dakota, and Wyoming. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 107500 (Sub-No. 94), filed October 4, 1965. Applicant: BURLINGTON TRUCK LINES, INC., 796 South Pearl Street, Galesburg, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, and except classes A and B explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between Denver, Colo., and St. Francis, Kans., over U.S. Highway 36, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's regular-route operations. **NOTE:** Applicant states it intends to use the proposed route in connection with traffic it presently is handling between points east of St. Francis, Kans., on the one hand, and, on the other, Denver, Colo., and points north. Applicant is a wholly owned subsidiary of the Chicago, Burlington & Quincy Railroad Co. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo., or Kansas City, Mo.

No. MC 107500 (Sub-No. 95), filed October 4, 1965. Applicant: BURLINGTON TRUCK LINES, INC., 706 South Pearl Street, Galesburg, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading), between Aurora, Ill., and junction U.S. Highways 30 and 66 (Interstate Highway 55), over U.S. Highway 30, serving no intermediate points and serving the junction of U.S. Highways 30 and 66 (Interstate Highway 55) for the purposes of joinder only, as an alternate route for operating convenience only in connection with applicant's authorized regular-route operations from

Aurora, Ill., to Jacksonville, Ill., or St. Louis, Mo. **NOTE:** Applicant is a wholly owned subsidiary of the Chicago, Burlington & Quincy Railroad Co. If a hearing is deemed necessary, applicant requests it be held at Chicago or Springfield, Ill.

No. MC 107839 (Sub-No. 90), filed September 27, 1965. Applicant: DENVER-ALBUQUERQUE MOTOR TRANSPORT, INC., Post Office Box 16021, 5135 York Street, Denver, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Malt beverages* from Denver, Colo., to points in Kansas, Oklahoma, Missouri, Arkansas, Texas, Louisiana, Mississippi, Alabama, and Tennessee and (2) *empty bottles, kegs, and containers*, from points in Kansas, Oklahoma, Missouri, Arkansas, Texas, Louisiana, Mississippi, Alabama, and Tennessee to Denver, Colo. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 108068 (Sub-No. 53), filed September 30, 1965. Applicant: U.S.A.C. TRANSPORT, INC., 25200 West Six Mile Road, Detroit, Mich., 48240. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plywood*, from Corona, Calif., Libby, Mont., points in Idaho, Oregon, Washington and points in that part of California on and north of a line beginning at Santa Cruz, Calif., and extending along California Highway 17 to junction unnumbered highway (formerly portion California Highway 17), thence along unnumbered highway through Milpitas, Calif., to junction California Highway 21, thence along California Highway 21 to Dublin, Calif., thence along U.S. Highway 50 to junction unnumbered highway (formerly portion U.S. Highway 50), thence along unnumbered highway through Livermore, Calif., to junction U.S. Highway 50, thence along U.S. Highway 50 to junction unnumbered highway (formerly portion U.S. Highway 50), thence along unnumbered highway through Folsom, Calif., to junction U.S. Highway 50, thence along U.S. Highway 50 to junction unnumbered highway (formerly portion U.S. Highway 50), thence along unnumbered highway through Camino, Calif., to junction U.S. Highway 50, thence along U.S. Highway 50 to the California-Nevada State line, to points in Delaware, District of Columbia, Illinois, Indiana, Kentucky, Maryland, Michigan, New Jersey, New York, Ohio, Pennsylvania, Virginia, West Virginia, North Carolina, Connecticut, Rhode Island, Massachusetts, Arkansas, Iowa, Kansas, Louisiana, Minnesota, Missouri, Nebraska, North Dakota, Oklahoma, South Dakota, and Texas. **NOTE:** Applicant states that it presently has no authority that will tack with the above proposed authority. If a hearing is deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 108207 (Sub-No. 168) filed October 4, 1965. Applicant: FROZEN FOOD EXPRESS, a corporation, 318 Cadiz Street, Dallas, Tex. Authority sought to operate as a *common carrier*,

by motor vehicle, over irregular routes, transporting: *Prepared salads*, from Chicago, Ill., to Hazelwood, Scott City, and Mexico, Mo. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 108341 (Sub-No. 12) filed September 30, 1965. Applicant: MOSS TRUCKING COMPANY, INC., Post Office Box 8409, Charlotte, N.C. 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: *Radioactive source, special nuclear and byproducts materials, radioactive material shipping containers, nuclear reactor component parts and related equipment*, between points in South Carolina and Georgia. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Charleston, S.C.

No. MC 108380 (Sub-No. 69), filed September 30, 1965. Applicant: JOHNSTON'S FUEL LINERS, INC., Post Office Box 112, Newcastle, Wyo. Applicant's representative: Truman A. Stockton, Jr., The 1650 Grant Street Building, Denver, Colo., 80203. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal tar products*, in bulk, in tank vehicles, and *rejected shipments*, between points in Wyoming, Colorado, North Dakota, South Dakota, and Nebraska. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Cheyenne, Wyo.

No. MC 108380 (Sub-No. 70), filed September 30, 1965. Applicant: JOHNSTON'S FUEL LINERS, INC., Post Office Box 112, Newcastle, Wyo. Applicant's representative: Truman A. Stockton, Jr., The 1650 Grant Street Building, Denver, Colo., 80203. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Urea*, dry, in bags and bulk, *urea solutions, ammonium nitrate solutions, nitrogenous fertilizer solutions, and nitric acid*, in bulk, in tank vehicles, from Cheyenne, Wyo., and points within five (5) miles thereof, to points in Arizona, California, Colorado, Idaho, Iowa, Kansas, Minnesota, Mississippi, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, and Wyoming, and *rejected shipments* of the commodities specified above, on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Cheyenne, Wyo.

No. MC 109637 (Sub-No. 288), filed October 4, 1965. Applicant: SOUTHERN TANK LINES, INC., 4107 Bells Lane, Louisville, Ky., 40211. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas*, in bulk, in tank vehicles, from Crossville, Ill., to Central City, Henderson, and Owensboro, Ky. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky.

No. MC 110193 (Sub-No. 115), filed September 23, 1965. Applicant: SAFEWAY TRUCK LINES, INC., 20450 Ire-



land Road, Post Office Box 2028, South Bend, Ind. Applicant's representative: Walter J. Kobos (address same as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Oleomargarine, shortening, lard, tallow, salad dressings, and table sauces*, in vehicles equipped with mechanical refrigeration, from points in Morgan County, Ill., to points in Iowa, Kansas, Minnesota, Missouri, Nebraska, and Ohio. Note: If a hearing is deemed necessary, applicant requests it be held at Springfield, Ill.

No. MC 110193 (Sub-No. 116), filed September 29, 1965. Applicant: SAFEWAY TRUCK LINES, INC., 20450 Ireland Road, Post Office Box 2628, South Bend, Ind. Applicant's representative: Walter J. Kobos (address same as applicant). 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 packing-houses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles), from South Bend, Ind., and points within 5 miles thereof, to Salem (Columbiana County), Youngstown, and Warren, Ohio. Note: If a hearing is deemed necessary, applicant requests it be held at South Bend, Ind.

No. MC 110525 (Sub-No. 748), filed September 30, 1965. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's representatives: Edwin H. van Deusen (same address as applicant), and Leonard A. Jaskiewicz, 1155 15th Street NW., Madison Building, Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from Falling Rock, W. Va., to Baltimore, Md., Philadelphia, Pa., and Paulsboro, N.J. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 110988 (Sub-No. 148), filed October 4, 1965. Applicant: KAMPO TRANSIT, INC., 200 West Cecil Street, Neenah, Wis. Applicant's representative: E. Stephen Heisley, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Lubricating oils, petroleum lubricating products, proprietary antifreeze, alcohol and alcohol compounds, carbon gum and sludge removing compounds, greases, core oils and compounds, and automobile chemicals and compounds*, from Danville and Seneca, Ill., to points in Wisconsin, Indiana, Ohio, Kentucky, Tennessee, West Virginia, Pennsylvania, New Jersey, New York, Michigan, Maryland, Delaware, Virginia, and the District of Columbia. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 111201 (Sub-No. 4), filed September 30, 1965. Applicant: J. N. ZELLNER & SON TRANSFER COMPANY, a corporation, Post Office Box 544, East Point, Ga. Applicant's representative: Monty Schumacher, Suite 693, 1375 Peachtree Street NE., Atlanta 9, Ga. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Glass containers and closures*, palletized, on flat-bed trailers only, from Forest Park and Hapeville, Ga., to points in Alabama, Tennessee, North Carolina, South Carolina, Florida, Mississippi, Kentucky, and Virginia, and refused and rejected shipments, on return. Note: Applicant states no tacking with existing authority is involved. Applicant further states it proposes to transport exempt commodities, on return. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 111231 (Sub-No. 90), filed October 4, 1965. Applicant: JONES TRUCK LINES, INC., 610 East Emma Avenue, Springdale, Ark. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Canned, prepared or preserved foodstuffs*, from Lepsic, New Bavaria, Northwood, Pemberville, and Sandusky, Ohio; Belleville, Morton, and Rockford, Ill.; Fowlerton and Kokomo, Ind.; Berkeley Springs and Martinsburg, W. Va., to points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, Missouri, North Carolina, South Carolina, Tennessee, and Virginia. Note: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 111434 (Sub-No. 60), filed September 28, 1965. Applicant: DON WARD, INC., Post Office Box 1488 (Mailing Address: 241 West 56th Avenue, Denver, Colo.), Durango, Colo. Applicant's representative: J. Albert Sebold, Equitable Building, Denver, Colo., 80202. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Cinders, clay and shale*, in bulk, from the plant of the Idealite Co. (a division of Ideal Cement Co.), Rocky Flats, Colo., to points in Wyoming, Utah, Kansas, Nebraska, and New Mexico, and rejected shipments, on return, and (2) *cinders, clay, shale*, in bulk, and rejected shipments, between points in Colorado, Wyoming, Utah, Kansas, Nebraska, and New Mexico, restricted to traffic having a prior movement by rail. Note: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 111729 (Sub-No. 115), filed September 23, 1965. Applicant: ARMORED CARRIER CORPORATION, 222-17 Northern Boulevard, DeBevoise Building, Bayside, N.Y. Applicant's representative: Russell S. Bernhard, 1625 K Street NW., Washington, D.C., 20006. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Whole human blood and blood derivatives*, between Fort Wayne, Ind., on the one hand, and, on the other, points in Ohio (except Columbus, Ohio), those in Michigan, Chil-

cago, Ill., and Louisville, Ky. Note: Applicant is also authorized to conduct operations as a contract carrier in Permit No. MC 112750 and Subs thereunder; therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich.

No. MC 111729 (Sub-No. 116), filed September 23, 1965. Applicant: ARMORED CARRIER CORPORATION, 222-17 Northern Boulevard, DeBevoise Building, Bayside, N.Y. Applicant's representative: Russell S. Bernhard, Commonwealth Building, 1625 K Street NW., Washington, D.C., 20006. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Electrical wires, conduits, lamps, light bulbs, and other electrical supplies, toasters, irons, lamp fixtures, and other small electrical household appliances*, limited to shipments not to exceed 75 pounds, between Philadelphia, Pa., on the one hand, and, on the other, points in New Jersey. Note: Applicant is also authorized to conduct operations as contract carrier in Permit No. MC 112750 and Subs thereunder; therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 111812 (Sub-No. 317), filed September 30, 1965. Applicant: MIDWEST COAST TRANSPORT, INC., 405½ East 8th Street, Wilson Terminal Building, Post Office Box 747, Sioux Falls, S. Dak., 57101. Applicant's representatives: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr., 68102, and William J. Walsh (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Potatoes and potato products*, not frozen, with or without ingredients, from Presque Isle, Maine, to points in Delaware, Illinois, Indiana, Iowa, Kentucky, Maryland, Michigan, Minnesota, Missouri, New Jersey, New York, Ohio, Pennsylvania, Tennessee, West Virginia, Wisconsin, and the District of Columbia. Note: Applicant states no duplicating authority sought herein. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Boston, Mass.

No. MC 111812 (Sub-No. 319), filed October 4, 1965. Applicant: MIDWEST COAST TRANSPORT, INC., Wilson Terminal Building, Post Office Box 747, 405½ East 8th Street, Sioux Falls, S. Dak., 57101. Applicant's representatives: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr., 68102, and William J. Walsh (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Candy and confectionery*, from Pewaukee, Wis., to points in California, Oregon, Washington, Idaho, Utah, Montana, Wyoming, Colorado, Nebraska, North Dakota, and South Dakota. Note: If a hearing is deemed necessary, applicant requests it be held at Milwaukee, Wis.

No. MC 111812 (Sub-No. 320), filed October 4, 1965. Applicant: MIDWEST



COAST TRANSPORT, INC., 405½ East 8th Street, Wilson Terminal Building, Post Office Box 747, Sioux Falls, S. Dak., 57101. Applicant's representatives: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr., 68102, and William J. Walsh (same address as applicant). 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 packing-houses, as described in sections A and C of appendix I to the report of Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766 (except hides, and commodities in bulk, in tank vehicles), from Worthington and Mankato, Minn., to points in Arizona, California, Colorado, Connecticut, Delaware, Idaho, Maine, Maryland, Massachusetts, the Lower Peninsula of Michigan, Montana, Nevada, New Hampshire, New Mexico, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Utah, Virginia, West Virginia, Wyoming, and the District of Columbia, restricted to the transportation of traffic originating at the storage facilities utilized by Armour & Co. at or near Worthington and/or Mankato, Minn.* NOTE: Applicant states no duplicating authority sought herein. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 113267 (Sub-No. 158), filed October 1, 1965. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. Applicant's representative: Lawrence A. Fischer (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Meats, meat products, meat byproducts, and articles distributed by meat packing-houses, as described in appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles); (2) frozen foods; (3) canned and preserved foods; (4) chemicals, chemical blends, and ingredients to be used in further manufacturing processes, transportation of which does not require special equipment or bulk or tank vehicles; (5) inedible meats, meat products, and meat byproducts, lard, tallow, and oils; (6) agricultural products and those commodities embraced in section 203(b) (6) of Part II of the Interstate Commerce Act, when moving in the same vehicle with economically regulated commodities; (7) frozen animal and poultry foods; (8) industrial products, in packages, requiring refrigeration, and (9) coffee, condensed, coffee extracts, coffee, green tea and tea dust and sugar, from Gulfport, Miss., to points in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, North Carolina, North Dakota, Ohio, Oklahoma, South Carolina, South Dakota, Tennessee, Texas, and Wisconsin.* NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at New Orleans, La., or Jackson, Miss.

No. MC 113434 (Sub-No. 19), filed September 29, 1965. Applicant: GRA-BELL TRUCK LINE, INC., 679 Lincoln Avenue, Holland, Mich. Applicant's representative: Wilhelmina Boersma, 2850 Penobscot Building, Detroit, Mich., 48226. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Processed food-stuffs, from Belding, Mich., to points in Pennsylvania and West Virginia, and refused and rejected shipments, on return.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Lansing, Mich., or Chicago, Ill.

No. MC 113466 (Sub-No. 6), filed October 4, 1965. Applicant: CECIL E. ALTO AND ROBERT A. ALTO, a Partnership, doing business as ALTO BROS. TRUCKING, Route 1, Box 220, Eureka, Calif. Applicant's representative: Earle V. White, 2130 Southwest 5th Avenue, Portland, Oreg., 97201. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fibreboard, pressed board and particle board, between points in Siskiyou, Shasta, Tehama, Trinity, Humboldt, and Del Norte Counties, Calif., and Klamath, Jackson, Josephine, Curry, Coos, and Douglas Counties, Oreg.* NOTE: Applicant states that the above proposed operation will exclude the transportation of shipments between points in Jackson County, Oreg., on the one hand, and on the other, points in Siskiyou County, Calif., on and west of U.S. Highway 99. If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 113678 (Sub-No. 180), filed October 4, 1965. Applicant: CURTIS, INC., 770 East 51st Avenue, Denver, Colo., 80216. Applicant's representative: Duane W. Acklie, Post Office Box 2028, Lincoln, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Meats, meat products, meat byproducts and articles distributed by meat packing-houses, as described in Appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles); (2) frozen foods; (3) canned and preserved foods; (4) chemicals, chemical blends, and ingredients to be used in further manufacturing processes; transportation of which does not require special equipment or bulk or tank vehicles; (5) inedible meats, meat products, and meat byproducts, lard, tallow, and oils; (6) agricultural products and those commodities embraced in section 203(b) (6) of Part II of the Interstate Commerce Act, when moving in the same vehicle with economically regulated commodities; (7) frozen animal and poultry foods; (8) industrial products, in packages, requiring refrigeration; (9) coffee, condensed; coffee extracts; coffee, green tea and tea dust and sugar, from Gulfport, Miss., to points in Alabama, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota,*

Mississippi, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, Wyoming, and the District of Columbia. NOTE: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 113690 (Sub-No. 3), filed September 28, 1965. Applicant: SIDNEY T. SMITH, 29 Crawford Street, Roxbury, Mass. Applicant's representative: Robert J. Gallagher, 111 State Street, Boston, Mass., 02109. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *New steel office furniture and parts thereof, from New York City, N.Y., to points in Massachusetts, Connecticut, and Rhode Island.* Restriction: The proposed services will be performed under a continuing contract with Art Steel Co., Inc., of 170 West 23rd St., Bronx, N.Y., 10463. NOTE: If a hearing is deemed necessary, applicant requests it be held at Boston, Mass.

No. MC 113828 (Sub-No. 99), filed September 24, 1965. Applicant: O'BOYLE TANK LINES, INCORPORATED, 4848 Cordell Avenue, Washington 14, D.C. Applicant's representative: William P. Sullivan, 1825 Jefferson Place NW., Washington, D.C., 20036. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Silica gel catalyst, in bulk, in tank and hopper type vehicles, from Cincinnati, Ohio, to Baltimore, Md., Philadelphia and Marcus Hook, Pa., Port Reading, Bayway, and Westville, N.J., Delaware City, Del., and Amoco, Va.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 113855 (Sub-No. 119), filed October 1, 1965. Applicant: INTERNATIONAL TRANSPORT, INC., Highway 52, South, Rochester, Minn. Applicant's representative: Franklin J. Van Osdell, First National Bank Building, Fargo, N. Dak., 58102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Commodities, which because of their size or weight, require the use of special equipment or special handling, and related equipment, materials, parts and supplies when transported in connection with commodities, which by reason of their size or weight require the use of special equipment or special handling, from points in Maine, Vermont, New Hampshire, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, Delaware, and Maryland, to points in North Dakota, South Dakota, Nebraska, Iowa, Minnesota, Montana, Wyoming, and Idaho.* NOTE: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., Albany, N.Y., or Philadelphia, Pa.

No. MC 113908 (Sub-No. 179), filed September 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: *Glues and adhesives*, in bulk, in tank vehicles, from Kansas City, Kans., to points in Missouri, Kansas, Oklahoma, Texas, Colorado, Nebraska, Iowa, Arkansas, and Louisiana. NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 113908 (Sub-No. 180), filed September 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: *Liquid animal and poultry feed supplements*, in bulk, in tank vehicles, from Kansas City, Kans., to points in Alabama, Arkansas, Delaware, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maryland, Michigan, Minnesota, Missouri, Mississippi, New York, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 114045 (Sub-No. 189), filed October 6, 1965. Applicant: TRANSCOLD EXPRESS, INC., Belt Line and Finley Road, Post Office Box 5842, Dallas, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Food products*, from Amarillo, Tex., to points in California, Arizona, Oregon, and Washington. NOTE: Applicant states that it intends to tack the above-proposed authority with that authority previously granted in certificates MC 114045, subs 101, 128, and 59, wherein applicant is authorized to serve points in the States of New York, Maryland, Pennsylvania, Massachusetts, Texas, Michigan, Oklahoma, New Jersey, Indiana, Kansas, New Mexico, and Missouri. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 114045 (Sub-No. 190), filed October 11, 1965. Applicant: TRANSCOLD EXPRESS, INC., Post Office Box 5842 (Belt Line and Finley Road), Dallas, Tex., 75222. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Humboldt, Tenn., to points in Alabama, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, Wyoming, and the District of Columbia. NOTE: If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn.

No. MC 114087 (Sub-No. 6), filed September 24, 1965. Applicant: DECATUR PETROLEUM HAULERS, INC., 161 First Avenue NE, Decatur, Ala. Applicant's representative: D. H. Markstein, Jr. 818-821 Massey Building, Birmingham, Ala., 35203. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Coke*, in bulk, and *rejected shipments*, between Decatur, Ala., and points within the commercial zone thereof, on the one hand, and, on the other, Siglo, Tenn. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 114211 (Sub-No. 89), filed September 29, 1965. Applicant: WARREN TRANSPORT, INC., Post Office Box 420, Waterloo, Black Hawk County, Iowa. Applicant's representative: Charles W. Singer, 33 North La Salle Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Tractors* (not including tractors with vehicle beds, bed frames, or fifth wheels), (2) *agricultural machinery and implements*, (3) *industrial and construction machinery and equipment*, (4) *equipment designed for use in conjunction with tractors*, (5) *trailers designed for the transportation of the commodities described above (other than those designed to be drawn by passenger automobiles)*, (6) *attachments for the commodities described above*, (7) *internal combustion engines*, (8) *parts of the commodities described above when moving in mixed loads with such commodities*, and (9) *rejected shipments*, between points in Nebraska, South Dakota, and Wyoming. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 114301 (Sub-No. 45), filed September 27, 1965. Applicant: DELAWARE EXPRESS CO., a corporation, Post Office Box 97, Elkton, Md. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal and poultry feed dry, germicides, fungicides, insecticides, vermifuges, disinfectants, weed-killing compounds and paper cartons*, between Elkton, Md., and points within 7 miles thereof, on the one hand, and, on the other, points in New Castle County, Del., Baltimore, Md., points in Harford, Baltimore, Carroll, Frederick, Howard, Montgomery, Anne Arundel, Prince Georges, Charles, Calvert, and Saint Marys Counties, Md., and points in Arlington, Fairfax, Culpeper, Fauquier, Loudoun, and Prince William Counties, Va., and points in Adams, Berks, Bucks, Chester, Cumberland, Dauphin, Delaware, Lehigh, Lebanon, Lancaster, Montgomery, Northampton, Philadelphia, and York Counties, Pa. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 115162 (Sub-No. 117), filed September 30, 1965. Applicant: WALTER POOLE, doing business as POOLE TRUCK LINE, Post Office Box 310, Evergreen, Ala. Applicant's representative: Robert E. Tate, 2025 City Fed-

eral Building, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glazed penta chlorophenol*, from Wichita, Kans., to Hatcherhubbee, Ala. NOTE: If a hearing is deemed necessary, applicant requests it be held at Montgomery, Ala., or Atlanta, Ga.

No. MC 115162 (Sub-No. 119), filed October 4, 1965. Applicant: WALTER POOLE, doing business as POOLE TRUCK LINE, Post Office Box 310, Evergreen, Ala. Applicant's representative: Robert E. Tate, 2025 City Federal Building, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Grain products and cereal products*, from points in Lawrence and Jackson Counties, Ind., to points in Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, Tennessee, and Texas. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 115491 (Sub-No. 79), filed September 27, 1965. Applicant: COMMERCIAL CARRIER CORPORATION, 502 East Bridgers Avenue, Auburndale, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods* (except frozen meats), from Albert Lea, Fairmont, Mankato, Winnebago, and Worthington, Minn., to points in Alabama, Florida, Georgia, Missouri, North Carolina, South Carolina, and Tennessee. NOTE: If a hearing is deemed necessary, applicant requests it be held at Miami, Fla.

No. MC 115669 (Sub-No. 52), filed September 27, 1965. Applicant: HOWARD N. DAHLSTEN, doing business as DAHLSTEN TRUCK LINE, Post Office Box 95, Clay Center, Nebr. Applicant's representative: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Salt, salt products, mineral mixtures, mineral feed mixtures, and pepper* (ground, in packages), between points in Kansas; (2) *salt and salt products*, (a) between points in Nebraska; and (b) between points in Iowa. NOTE: If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 115669 (Sub-No. 53), filed September 28, 1965. Applicant: HOWARD N. DAHLSTEN, doing business as DAHLSTEN TRUCK LINE, Post Office Box 95, Clay Center, Nebr. Applicant's representative: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Corn flour, cereal binders, and sealing compounds*, from McPherson, Kans., to points in Colorado, Kansas, Minnesota, Missouri, Montana, Nebraska, North Dakota, Oklahoma, South Dakota, Texas, and Wyoming. NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.



No. MC 115669 (Sub-No. 54), filed September 29, 1965. Applicant: HOWARD N. DAHLSTEN, doing business as DAHLSTEN TRUCK LINE, Post Office Box 95, Clay Center, Nebr. Applicant's representative: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Dry fertilizers, insecticides, fungicides, and herbicides*, from Council Bluffs, Iowa, to points in Iowa, Illinois, Indiana, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests that it be held at Omaha, Nebr.

No. MC 115669 (Sub-No. 55), filed October 4, 1965. Applicant: HOWARD N. DAHLSTEN, doing business as DAHLSTEN TRUCK LINE, Post Office Box 95, Clay Center, Nebr., 68933. Applicant's representative: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Articles distributed by meat packinghouses*, as described in section C, appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, and *greases, hoofs, horns, meat scraps, soap tanks, stomach linings, (tallow, animal), tannage, and paunch materials*, from the plantsite of the Producers Packing Co., located near Garden City, Kans., to points in Colorado, Oklahoma, Kansas, Missouri, Iowa, and Nebraska. Note: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 115691 (Sub-No. 18), filed September 30, 1965. Applicant: R. J. COKER, doing business as COKER TRUCKING COMPANY, Post Office Box 398, Demopolis, Ala. Applicant's representative: W. C. Mitchell, Jr., 140 Cedar Street, New York, N.Y., 10006. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Pipe and pipe fittings*, from the plantsite of Orangeburg Manufacturing Co., located near Ravenna, Ohio, to points in Tennessee. Note: If a hearing is deemed necessary, applicant requests it be held at Cleveland, Ohio.

No. MC 115841 (Sub-No. 232), (Amendment), filed April 1, 1965, published in *FEDERAL REGISTER*, issue of April 14, 1965, amended October 13, 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*, from Lawton and Decatur, Mich., to points in Missouri. Note: The purpose of this republication is to add Decatur, Mich., as an origin point. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or St. Louis, Mo.

No. MC 115841 (Sub-No. 252), filed October 1, 1965. Applicant: COLONIAL

REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala., 35201. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Cheese*, from Woodbury and Nashville, Tenn., to Chicago, Ill., and Portage and Monroe, Wis.; (2) *cheese*, from Stanford, Ky., to Chicago and West Chicago, Ill.; and (3) *cheese, butter, dry milk powder and dry cream powder*, from Springfield, Ky., to Chicago, Ill., Portage and Monroe, Wis. Note: Applicant already holds a portion of the authority sought herein, and does not seek duplicative authority. If a hearing is deemed necessary, applicant does not specify place of hearing.

No. MC 116073 (Sub-No. 46), filed October 4, 1965. Applicant: BARRETT MOBILE HOME TRANSPORT, INC., 1825 Main Avenue, Moorhead, Minn. Applicant's representatives: Donald E. Cross, Munsey Building, Washington, D.C., and John G. McLaughlin, Pacific Building, Portland, Ore. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Trailers designed to be drawn by passenger automobiles*, between points in Wyoming on the one hand, and, on the other, points in the United States, including Alaska but excluding Hawaii. Note: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 116073 (Sub-No. 47), filed October 4, 1965. Applicant: BARRETT MOBILE HOME TRANSPORT, INC., 1825 Main Avenue, Moorhead, Minn. Applicant's representatives: Donald E. Cross, Munsey Building, Washington, D.C., and John G. McLaughlin, Pacific Building, Portland, Ore. 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, between points in Flathead County, Mont., on the one hand, and, on the other, points in Washington, Oregon, California, Nevada, Idaho, Utah, Wyoming, Colorado, North Dakota, and South Dakota. Note: If a hearing is deemed necessary, applicant requests it be held at Kalispell, Mont.

No. MC 116254 (Sub-No. 61), filed September 29, 1965. Applicant: CHEM-HAULERS, INC., Post Office Box 245, Sheffield, Ala. Applicant's representative: Walter Harwood, Nashville Bank & Trust Building, Nashville 3, Tenn. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Coke*, in bulk, from Decatur, Ala., to Siglo, Tenn. Note: If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn., or Birmingham, Ala.

No. MC 116474 (Sub-No. 4), filed October 1, 1965. Applicant: LEAVITT'S FREIGHT SERVICE, INC., Route 1, Box 170B, Springfield, Ore. Applicant's representative: Earle V. White, Fifth Avenue Building, 2130 Southwest Fifth Avenue, Portland 1, Ore. Authority sought to operate as a contract carrier, by

motor vehicle, over irregular routes, transporting: *Laminated wood products, prefabricated wood timbers, trusses, and beams, and accessories used in the erection, construction, and completion of the foregoing when shipped therewith*, from the plant of Rosboro Lumber Co. located at or near Springfield, Ore., to points in California. Note: If a hearing is deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 116763 (Sub-No. 63), filed September 28, 1965. Applicant: CARL SUBLER TRUCKING, INC., North West Street, Versailles, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Canned, prepared, or preserved foodstuffs including malt beverages and related advertising material*, between points in Indiana, Ohio, and Michigan. Note: If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 116763 (Sub-No. 64), filed September 28, 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, or preserved foodstuffs, including malt beverages and related advertising material*, from Milwaukee, Wis., Chicago and Peoria, Ill., Terre Haute and South Bend, Ind., Detroit, Mich., and St. Louis, Mo., to points in Florida and Georgia. Note: If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 116763 (Sub-No. 65), filed October 1, 1965. Applicant: CARL SUBLER TRUCKING, INC., North West Street, Versailles, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Canned fruit, canned fruit juices, and canned fruit drinks*, not frozen, from points in Florida, to points in Alabama, Georgia, and that part of Louisiana, Mississippi, and Texas south of U.S. Highway 80; and (2) *ingredients, materials, and supplies used in or for the packaging, processing and/or manufacturing and distribution of foodstuffs*, from points in the above-described destination territory, to points in Florida. Note: If a hearing is deemed necessary, applicant requests it be held at Tampa, Fla.

No. MC 117119 (Sub-No. 272), filed September 24, 1965. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's representative: John H. Joyce, 26 North College, Fayetteville, Ark. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods (except frozen meats)*, from Albert Lea, Fairmont, Mankato, Winnebago, and Worthington, Minn., to points in Connecticut, Delaware, District of Columbia, Maryland, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Virginia, and West Virginia. Note: If a hearing is deemed necessary, applicant did not specify any particular area.



No. MC 117119 (Sub-No. 273), filed September 29, 1965. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's representative: John H. Joyce, 26 North College, Fayetteville, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Lafayette, Ind., to Little Rock, Ark. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Little Rock, Ark.

No. MC 117119 (Sub-No. 274), filed September 29, 1965. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark., 72728. Applicant's representative: John H. Joyce, 26 North College, Fayetteville, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fibreboard boxes* (other than corrugated), knocked down, from Baltimore, Md., to Russellville, Ark. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 117119 (Sub-No. 275), filed September 29, 1965. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark., 72728. Applicant's representative: John H. Joyce, 26 North College, Fayetteville, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Packaging and paperboard cartons*, knocked down, in vehicles equipped with mechanical refrigeration, from Bow, N.H., to Fayetteville and Russellville, Ark. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 117119 (Sub-No. 276), filed October 1, 1965. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's representative: John H. Joyce, 26 North College, Fayetteville, Ark., 72702. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal, poultry, and fish feed ingredients*, from points in Iowa, Nebraska, Minnesota, and Wisconsin, to points in Idaho and Oregon. NOTE: If a hearing is deemed necessary, applicant requests it be held at Boise, Idaho.

No. MC 117119 (Sub-No. 277), filed October 4, 1965. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark., 72728. Applicant's representative: John H. Joyce, 26 North College, Fayetteville, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts, and articles distributed by meat packinghouses*, from Worthington and Mankato, Minn., to points in Alabama, Louisiana, Mississippi, Arkansas, Tennessee, Texas, Oklahoma, Kansas, and Missouri. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 117344 (Sub-No. 157), filed September 29, 1965. Applicant: THE MAXWELL CO., 10380 Evendale Drive, Cincinnati 15, Ohio. Applicant's representatives: James R. Stiverson and Herbert Baker, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, between St. Louis, Mo.; Wood River, Ill.; Louisville, Ky.; Madison, Ind.; and East Liverpool, Ohio; on the one hand, and, on the other, St. Louis, Mo.; Wood River, Ill.; Louisville, Ky.; Madison, Ind.; and East Liverpool, Ohio. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 117344 (Sub-No. 158), filed September 29, 1965. Applicant: THE MAXWELL CO., 10380 Evendale Drive, Cincinnati 15, Ohio. Applicant's representative: James R. Stiverson, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from Seymour, Ind., and points within ten (10) miles thereof, to points in Illinois, Kentucky, and Ohio. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 117525 (Sub-No. 4), filed September 30, 1965. Applicant: ORLO L. PRIOR, INC., Portersville, Pa. Applicant's representative: Frederick L. Kiger, Grant Building, Pittsburgh, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Noncarbonated fruit beverages*, in containers in refrigerated equipment, from Farmdale, Ohio, to Pittsburgh and Portersville, Pa. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 117686 (Sub-No. 63), filed September 24, 1965. Applicant: HIRSCHBACH MOTOR LINES, INC., 3324 U.S. Highway 75 North, Sioux City, Iowa. Applicant's representative: Dick Petersen, Post Office Box 2028, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products, and articles distributed by meat packinghouses*, as described in sections A, B, and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Wichita, Kans., to points in Alabama, Kansas, Missouri, Louisiana, and Mississippi. NOTE: If a hearing is deemed necessary, applicant does not state location.

No. MC 117815 (Sub-No. 49) (Amendment), filed July 2, 1965, published FEDERAL REGISTER issue July 29, 1965, amended October 6, 1965, and republished as amended this issue. Applicant: PULLEY FREIGHT LINES, INC., 2341 Easton Boulevard, Des Moines, 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: *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 Perry, Iowa, to points in Illinois, Indiana, Michigan, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin. NOTE: The purpose of this republication is to include destination States Indiana and Ohio with those shown in previous publication. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 117815 (Sub-No. 70), filed October 4, 1965. Applicant: PULLEY FREIGHT LINES, INC., 2341 Easton Boulevard, Des Moines, Iowa, 50317. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Horsemeat, meat products, meat byproducts, and carnivorous animal food*, all when fit for animal consumption only, in vehicles equipped with mechanical refrigeration, between the plantsite of Campbell & Co., located at or near Mattoon, Ill., and points in Indiana, Iowa, Michigan, Minnesota, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Springfield, Ill.

No. MC 117883 (Sub-No. 63), filed September 30, 1965. Applicant: SUBLER TRANSFER, INC., East Main Street, Versailles, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned, prepared, or preserved foodstuffs*, from Archbold, Columbus, Covington, Defiance, Delphos, New Bavaria, Northwood, Orrville, Pomeroy, and Rockford, Ohio, Covington, Ky., Austin and Portland, Ind., and points in the Lower Peninsula of Michigan, to points in New York, New Jersey, Pennsylvania, Baltimore, Md., and Washington, D.C. NOTE: If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 117883 (Sub-No. 64), filed September 30, 1965. Applicant: SUBLER TRANSFER, INC., East Main Street, Versailles, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Candy, confectionery and confectionery products*, from the plantsite of the Topps Chewing Gum Co., at or near Duryea, Pa., to points in Illinois, Indiana, Iowa, Kansas, Michigan, Kentucky, Minnesota, Missouri, Ohio, and Wisconsin, restricted against the transportation of commodities in bulk, in tank vehicles. NOTE: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 118090 (Sub-No. 1), filed September 30, 1965. Applicant: WAYNE MILK HAULERS, INC., Spencer Street, Lebanon, N.H. Applicant's representative: John W. Brockway, First National Bank Building, White River Junction, Vt., 05001. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Liquid sugar*, in bulk, in tank vehicles, from Boston and Charlestown, Mass., to points in Livingston and Cattaraugus Counties, N.Y. NOTE: Common control may be involved. Applicant is also authorized to conduct operations as a *common carrier*



in certificate No. MC 124087, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Montpelier, Vt.

No. MC 118196 (Sub-No. 39), filed September 24, 1965. Applicant: RAYE & COMPANY TRANSPORTS, INC., Highway 71 North, Post Office Box 613, Carthage, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods and foodstuffs*, from points in Saunders County, Nebr., to points in Arizona, California, Colorado, and New Mexico. NOTE: If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 118196 (Sub-No. 40), filed September 24, 1965. Applicant: RAYE & COMPANY TRANSPORTS, INC., Highway 71 North, Post Office Box 613, Carthage, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat by-products, and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles), from Salina, Kans., to points in Nebraska, Missouri, Oklahoma, Texas, Arkansas, Louisiana, Kentucky, Tennessee, Mississippi, Alabama, Georgia, South Carolina, North Carolina, Florida, North Dakota, South Dakota, New Mexico, Arizona, Nevada, California, Washington, Idaho, Montana, Utah, Colorado, Wyoming, and Kansas. NOTE: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 118196 (Sub-No. 41), filed October 1, 1965. Applicant: RAYE & COMPANY TRANSPORTS, INC., Highway 71 North, Post Office Box 613, Carthage, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from points in Idaho, Washington, and Oregon to points in North Dakota, South Dakota, Minnesota, Wisconsin, Michigan, and Illinois. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Minneapolis, Minn.

No. MC 118415 (Sub-No. 18), filed September 16, 1965. Applicant: HUSBY TRUCKING SERVICE, INC., Post Office Box 219, Menomonie, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (A) *Meats, meat products and meat byproducts* as described in section A of appendix I in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, in refrigerated vehicles, from Winona, Minn., to points in Connecticut, Indiana, Kentucky, Maryland, Missouri, New York, Massachusetts, Michigan, New Jersey, Ohio, New York, Pennsylvania, Wisconsin, and Washington, D.C., and *refused and rejected shipments*, on return; return; and (B) *imported fresh or frozen and canned meat products*, from New York, N.Y., Philadelphia, Pa., and Baltimore, Md., to points in Wisconsin and Minnesota.

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

No. MC 118468 (Sub-No. 20), filed September 30, 1965. Applicant: UMTOWN TRUCKING CO., a corporation, 910 South Jackson Street, Eagle Grove, Iowa. Applicant's representative: J. Max Harding, Post Office Box 2028, Lincoln, Nebr., 68501. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Gypsum products and building materials* moving therewith, from the plantsite of the United States Gypsum Co., located at Fort Dodge, Iowa, to points in Kentucky, Michigan, Ohio, and Wisconsin, and *damaged and rejected shipments* of the commodities specified above, on return. NOTE: Applicant has common carrier authority under MC 124813 and subs thereunder, therefore, dual operations may be involved. Applicant states the above proposed operation will be performed under a continuing contract with United States Gypsum Co. at Fort Dodge, Iowa. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 119767 (Sub-No. 118) (AMENDMENT), filed September 13, 1965, published in FEDERAL REGISTER issue of September 30, 1965, amended October 11, 1965, and republished as amended this issue. Applicant: BEAVER TRANSPORT CO., a corporation, 100 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Figge (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Tallow*, in bulk, in tank vehicles, from Cedar Rapids, Iowa, to points in Wisconsin. NOTE: The purpose of this republication is to broaden the territorial description by adding the entire State of Wisconsin. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Madison, Wis.

No. MC 119767 (Sub-No. 123), filed September 27, 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: *Frozen foods*, from Lafayette, Ind., to points in Iowa, Kansas, Nebraska, and St. Louis, Mo. NOTE: If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 119767 (Sub-No. 124), filed September 27, 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: *Offal* derived from the slaughter and processing of livestock, poultry, and fish, from points in Wisconsin to points in Nebraska (except Omaha). NOTE: If a hearing

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

No. MC 119767 (Sub-No. 125), filed September 27, 1965. Applicant: BEAVER TRANSPORT CO., a corporation, Post Office Box 339, Burlington, Wis., 53105. Applicant's representative: Fred H. Figge (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Glassware, glass bottles and jars, caps or covers*, for glass containers and fiberboard cartons, between Terre Haute, Ind., on the one hand, and, on the other, points in Kentucky, Michigan, Ohio, and Chicago, Ill.; and (2) *damaged, returned, and rejected shipments* of the commodities specified above and *returned pallets with their protective packaging equipment*, from Chicago, Ill., and points in Kentucky, Michigan, and Ohio, to Terre Haute, Ind. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 119767 (Sub-No. 126), filed September 27, 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: *Foodstuffs*, from Terre Haute, Ind., to points in North Dakota and South Dakota. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 119767 (Sub-No. 127), filed September 27, 1965. Applicant: BEAVER TRANSPORT CO., a corporation, 100 South Calumet Street, Post Office Box 339, Burlington, Wis. Applicant's representative: Fred H. Figge (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Cleveland, Ohio, to points in Illinois (except Chicago), Iowa, Minnesota, Missouri, North Dakota, and South Dakota. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 119767 (Sub-No. 128), filed September 30, 1965. Applicant: BEAVER TRANSPORT CO., a corporation, 100 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Figge (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Lumber, millwork, roofing, and supplies* used by roofing, building, and paving contractors, from points in Jackson County, Iowa, and points within ten (10) miles thereof, to points in 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. 129), filed October 4, 1965. Applicant: BEAVER TRANSPORT CO., a corporation, 100 South Calumet Street, Post Office Box 339, Burlington, Wis. Applicant's representative: Fred H. Figge (same address as applicant). Authority sought to op-



erate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from St. James and Madelia, Minn., to points in Indiana, Michigan, and Ohio. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 119767 (Sub-No. 130), filed October 4, 1965. Applicant: BEAVER TRANSPORT CO., a corporation, Post Office Box 339, 100 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Figge (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Kansas City, Kans., to points in Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Kansas City, Kans.

No. MC 119777 (Sub-No. 45), filed September 27, 1965. Applicant: LIGON SPECIALIZED HAULER, INC., Post Office Box 31, Madisonville, Ky. Applicant's representative: Robert M. Pearce, Central Building, 1033 State Street, Bowling Green, Ky. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Guard rail, guard rail posts and accessories*, (1) between Evansville, Ind., on the one hand, and, on the other, points in Alabama, Connecticut, the District of Columbia, Illinois, Iowa, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New York, Pennsylvania, Ohio, Rhode Island, Vermont, and Wisconsin, and (2) between Flint, Mich., on the one hand, and, on the other, points in Maine, Vermont, New Hampshire, Massachusetts, Connecticut, New York, Rhode Island, Pennsylvania, Delaware, Maryland, Virginia, West Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Tennessee, Kentucky, Ohio, Michigan, Illinois, Wisconsin, Louisiana, Arkansas, Missouri, Iowa, Minnesota, and the District of Columbia. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn.

No. MC 119792 (Sub-No. 23), filed September 24, 1965. Applicant: CHICAGO SOUTHERN TRANSPORTATION COMPANY, a corporation, 4000 Packers Avenue, Chicago, Ill. Applicant's representative: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts, dairy products, and articles distributed by meat packinghouses* (other than commodities in bulk, in tank vehicles), as described in sections A, B, and C, appendix I in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Salina, Kans., to points in Arkansas, Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee. **NOTE:** If a hearing is deemed necessary, applicant requests that it be held at Chicago, Ill.

No. MC 119848 (Sub-No. 11), filed October 1, 1965. Applicant: KENISON

TRUCKING, INC., 1975 South 1045 West, Post Office Box 324, Salt Lake City, Utah. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Dry fire extinguishing compounds*, in bags and containers, from Salt Lake City, Utah, to points in Washington, Oregon, Nevada, Montana, Idaho, Colorado, New Mexico, and Wyoming, and *contaminated and rejected shipments* on return. **NOTE:** Applicant is also authorized to conduct operations as a contract carrier in permit MC 115504 and subs, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, Utah.

No. MC 119934 (Sub-No. 104), filed September 30, 1965. Applicant: ECOFF TRUCKING, INC., 625 East Broadway, Fortville, Ind. Applicant's representative: Robert C. Smith, 620 Illinois Building, Indianapolis 4, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Vinyl-pyridine*, in bulk, in tank vehicles, from Indianapolis, Ind., to Inman, S.C., and Charlotte, N.C., and *rejected shipments*, on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 120098 (Sub-No. 13), filed September 29, 1965. Applicant: UINTAH FREIGHTWAYS, a corporation, 348 West 1370 South, Salt Lake City, Utah. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fly ash*, in bulk, in tank vehicles, from Grand Junction, Colo., and points within ten (10) miles thereof, to points in Wyoming. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 120098 (Sub-No. 14), filed October 6, 1965. Applicant: UINTAH FREIGHTWAYS, a corporation, 348 West 1370 South, Salt Lake City, Utah. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fly ash*, from Grand Junction, Colo., to AEC test site near Mercury, Nev. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, Utah.

No. MC 120543 (Sub-No. 33), filed September 27, 1965. Applicant: FLORIDA REFRIGERATED SERVICE, INC., U.S. 301 North, Dade City, Fla. Applicant's representative: Lawrence D. Fay, 1205 Universal Marion Building, Jacksonville, Fla. 32201. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods, and potato products*, not frozen, in vehicles equipped with mechanical refrigeration, from Caldwell, Nampa, Burley, and Heyburn, Idaho, to points in North Carolina, South Carolina, Virginia, Georgia, Florida, New York, Massachusetts, Connecticut, Pennsylvania, New Jersey, Maryland, Delaware, West Virginia, Rhode Island, and Washington, D.C. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 123048 (Sub-No. 75), filed October 1, 1965. Applicant: DIAMOND TRANSPORTATION SYSTEM, INC., 1919 Hamilton Avenue, Post Office Box A, Racine, Wis., 53401. Applicant's representative: Paul C. Gartzke, 121 West Doty Street, Madison, Wis., 53703. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Lumber and forest products*, from points in Washington, Oregon, Idaho, Montana, and Wyoming, to points in Colorado and Nebraska, and *rejected shipments*, on return. **NOTE:** If a hearing is deemed necessary, applicant requests that it be held at Spokane, Wash.

No. MC 123393 (Sub-No. 96), filed September 28, 1965. Applicant: BILYEU REFRIGERATED TRANSPORT CORPORATION, 2105 East Dale, Post Office Box 965, Springfield, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Canned, prepared, or preserved foodstuffs*, from points in Arkansas, Tyler, and Lindale, Tex., that part of Texas bounded by a line beginning at the Texas-Louisiana State line and extending on and north of U.S. Highway 80 to Fort Worth, Tex., thence on and east of Interstate Highway 35W to the Texas-Oklahoma State line and points in that part of Louisiana on and north of U.S. Highway 80, to points in Connecticut, Florida, Georgia, Illinois, Indiana, Kentucky, Maine, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and Wisconsin. **NOTE:** If a hearing is deemed necessary, applicant does not specify place of hearing.

No. MC 123393 (Sub-No. 97), filed September 28, 1965. Applicant: BILYEU REFRIGERATED TRANSPORT CORPORATION, 2105 East Dale, Post Office Box 965, Springfield, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from Des Moines, Fort Dodge, and Webster City, Iowa, to points in Connecticut, Delaware, Illinois, Indiana, Maryland, Massachusetts, Michigan, Minnesota, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, and Wisconsin. **NOTE:** If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C., or Des Moines, Iowa.

No. MC 123393 (Sub-No. 98), filed September 28, 1965. Applicant: BILYEU REFRIGERATED TRANSPORT CORPORATION, 2105 East Dale, Post Office Box 965, Springfield, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles); (2) *frozen foods* (3) *canned and preserved foods*; (4) *chemicals, chemical blends, and ingredients* to be used in further manufacturing processes; transportation of which does



not require special equipment or bulk or tank vehicles; (5) *inedible meats, meat products, and meat byproducts, lard, tallow, and oils*; (6) *agricultural products and those commodities embraced in section 203(b) (6) of part II of the Interstate Commerce Act, when moving in the same vehicle with economic regulated commodities*; (7) *frozen animal and poultry foods*; (8) *industrial products, in packages, requiring refrigeration*; and (9) *coffee, condensed; coffee extracts; coffee, green; tea and tea dust and sugar*, from Gulfport, Miss., to points in Alabama, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, Wyoming, and the District of Columbia. **NOTE:** If a hearing is deemed necessary, applicant requests that it be held at New Orleans, La.

No. MC 123393 (Sub-No. 99), filed September 28, 1965. Applicant: BILYEU REFRIGERATED TRANSPORT CORPORATION, 2105 East Dale, Springfield, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods* (except frozen meats), from Kansas City, Kans., to points in Delaware, Kentucky, Maryland, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Virginia, West Virginia, and the District of Columbia. **NOTE:** If a hearing is deemed necessary, applicant requests that it be held at Kansas City, Mo.

No. MC 124083 (Sub-No. 22), filed October 4, 1965. Applicant: SKINNER MOTOR EXPRESS, INC., 6341 West Minnesota Street, Indianapolis, Ind. Applicant's representative: James J. Williams, 1012 14th Street NW, Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coke*, in unit bulk pack containers, from Indianapolis, Ind., to points in Illinois and Michigan. **NOTE:** If a hearing is deemed necessary, applicant requests that it be held at Indianapolis, Ind.

No. MC 124211 (Sub-No. 60), filed September 28, 1965. Applicant: HILT TRUCK LINE, INC., 3751 Sumner Street, Post Office Box 824, Lincoln 1, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles* distributed by meat packinghouses, as described in sections A and C of appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from points in Saunders County, Nebr., to points in Kansas and Missouri. **NOTE:** If a hearing is deemed necessary, applicant requests that it be held at Omaha, Nebr.

No. MC 124211 (Sub-No. 61), filed September 28, 1965. Applicant: HILT

TRUCK LINE, INC., 3751 Sumner Street, Post Office Box 824, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural implements, machinery, beach cleaners, and rock pickers*, from points in Scottsbluff County, Nebr., to points in Alabama, Arizona, Colorado, Illinois, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, and Utah, and *materials, equipment, and supplies used in the manufacture and distribution of the commodities* specified above, on return. **NOTE:** If a hearing is deemed necessary, applicant requests that it be held at Omaha, Nebr.

No. MC 124211 (Sub-No. 62), filed September 28, 1965. Applicant: HILT TRUCK LINE, INC., 3751 Sumner Street, Post Office Box 824, Lincoln 1, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned goods and food products*, between points in Nebraska (except Omaha), and Sabetha, and Smith Center, Kans. **NOTE:** If a hearing is deemed necessary, applicant requests that it be held at Lincoln, Nebr.

No. MC 124211 (Sub-No. 63), filed September 29, 1965. Applicant: HILT TRUCK LINE, INC., 3751 Sumner Street, Post Office Box 824, Lincoln 1, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber and mill-work products*, from points in Arkansas, Louisiana, and Missouri, to points in Nebraska. **NOTE:** If a hearing is deemed necessary, applicant requests that it be held at Lincoln, Nebr.

No. MC 124211 (Sub-No. 64), filed October 1, 1965. Applicant: HILT TRUCK LINE, INC., 3751 Sumner Street, Post Office Box 824, Lincoln 1, Nebr. 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 points in Adams County, Nebr., to points in Illinois, Iowa, Kentucky, Minnesota, Missouri, Nebraska, and Wisconsin. **NOTE:** If a hearing is deemed necessary, applicant requests that it be held at Omaha, Nebr.

No. MC 124211 (Sub-No. 65), filed October 1, 1965. Applicant: HILT TRUCK LINE, INC., 3751 Sumner Street, Post Office Box 824, Lincoln 1, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over regular 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, serving points in Page County, Iowa, as off-route points in connection with applicant's regular-route operations from Omaha, Nebr., to Chicago, Ill. **NOTE:** If a hearing is deemed necessary, applicant requests that it be held at Omaha, Nebr.

No. MC 124211 (Sub-No. 66), filed October 1, 1965. Applicant: HILT TRUCK LINE, INC., 3751 Sumner Street, Post Office Box 824, Lincoln, Nebr. Applicant's representative: J. Max Harding, 605 South 14th Street, Box 2028, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel and iron and steel articles* (except oil country tubular goods), from Pueblo, Colo., to points in Iowa, Illinois, Kansas, Michigan, Minnesota, Missouri, Montana, Nebraska, North Dakota, South Dakota, Wisconsin, and Wyoming, and *damaged and rejected shipments of the same commodities*, on return. **NOTE:** If a hearing is deemed necessary, applicant requests that it be held at Denver, Colo.

No. MC 124410 (Sub-No. 8), filed September 24, 1965. Applicant: ROBERT A. STATON, doing business as BOB STATON TRANSPORT CO., Junction U.S. Highways 36 and 65, Chillicothe, Mo. Applicant's representative: Frank W. Taylor, Jr. (same as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid fertilizer*, in bulk, from Stewartville, Mo., to points in Kansas, Iowa, and Nebraska, and *rejected, refused and returned shipments of the commodities* specified above, on return. **NOTE:** If a hearing is deemed necessary, applicant requests that it be held at St. Louis, Mo.

No. MC 124527 (Sub-No. 3), filed September 24, 1965. Applicant: GEORGE G. SOUHAN, CLARA G. SOUHAN, IDA MAY GEB, AND FRANCIS J. SOUHAN, a partnership, doing business as FRANCIS J. AND GEORGE G. SOUHAN, Canal Street, Seneca Falls, N.Y. Applicant's representative: Murray J. S. Kirshtein, 103 Oriskany Street, East Utica 2, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (A) *Raw materials, dyes and chemicals* (not in bulk) used in the process of knitting and the manufacture of knit goods, and *finished knitted products*, (1) between Northfield, Vt., on the one hand, and, on the other, Putnam, Rockville, South Norwalk, and Stamford, Conn.; Milford, Del.; Boston, Concord, Dalton, East Dedham, Fall River, Framingham, Lowell, Malden, Methuen, North Chelmsford, North Oxford, Norton, Norwood, Rochdale, Spencer, Tewksbury, Uxbridge, Wakefield, Waltham, Webster, and West Concord, Mass.; Laconia and Manchester, N.H.; Jersey City, Perth Amboy, and Williamstown, N.J.; New York and Seneca Falls, N.Y.; Altoona, Churchville, Clifton Heights, Elwood, Hanover, Pen Argyl, Philadelphia, Reading, Robeson, and Scranton, Pa.; Pawtucket, Rumford, Warwick, and Woonsocket, R.I.; (2) between Seneca Falls, N.Y., and Woonsocket, R.I., on the one hand, and, on the other, Rockville and South Norwalk, Conn.; Concord, Dalton, Framingham, Methuen, North Chelmsford, North Oxford, Norton, Norwood, and Uxbridge, Mass.; Laconia and Manchester, N.H.; Blackwood and Williamstown, N.J.; Altoona, Churchville, Clifton



Heights, Pen Argyi, Reading, and Scranton, Pa.; Pawtucket, Rumford, and Warrenton, R.I.; and Northfield, Vt.; and (B) raw materials, dyes and chemicals (not in bulk) used in the process of weaving and the manufacture of textiles, and finished textiles, between Northfield, Vt., and Clifton Heights, Pa., on the one hand, and, on the other, New Haven, Conn.; Wilmington, Del.; Baltimore, Md.; Boston, Brockton, Chestnut Hill, Concord, Dalton, Framingham, Hudson, Lawrence, Lowell, Methuen, Newton, North Oxford, Norwood, Spencer, Springfield, Webster, and Worcester, Mass.; Fairlawn and Newark, N.J.; Albany, New York, Salamanca, and Seneca Falls, N.Y.; Clifton Heights, Philadelphia, Reading, and Scranton, Pa.; Pawtucket, Rumford, Warrenton, and Woonsocket, R.I.; and Northfield, Vt. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Syracuse, N.Y.

No. MC 125682 (Sub-No. 1), filed July 26, 1965. Applicant: BEST MOVING & STORAGE CO., a corporation, 901 North Columbia Boulevard, Portland, Ore. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Household goods as defined by the Commission, between points within a 10-mile radius of Portland, Ore. NOTE: Applicant states that it intends to tack the above proposed authority with that authority previously granted in Certificate No. MC 125682, wherein applicant is authorized to serve points in the States of Washington and Oregon. If a hearing is deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 125777 (Sub-No. 81), filed October 4, 1965. Applicant: JACK GRAY TRANSPORT, INC., 3200 Gibson Transfer Road, Hammond, Ind. Applicant's representative: 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: Sand, from points in Benton County, Tenn., to points in Kentucky, Indiana, Illinois, Missouri, Ohio, and Iowa. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Chicago, Ill.

No. MC 125820 (Sub-No. 2), filed September 29, 1965. Applicant: ELK VALLEY FREIGHT LINE, INC., 524 Hagan Street, Nashville, Tenn., 37203. Applicant's representative: James C. Havron, 513 Nashville Bank & Trust Building, Nashville, Tenn., 37201. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between Fayetteville, Tenn., and Cowan, Tenn., from Fayetteville over U.S. Highway 64 to Cowan and return over the same route, serving all intermediate points and the off-route points of Elora, Huntland, and Decherd, Tenn., and (2) between Winchester, Tenn., and Kirkland, Tenn., from Win-

chester over U.S. Highway 41A to junction U.S. Highway 31A at or near Kirkland, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's regular route operations. NOTE: If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn.

No. MC 126140 (Sub-No. 3) (Amendment), filed August 9, 1965, published FEDERAL REGISTER issue of August 26, 1965, amended September 30, 1965 and republished as amended this issue. Applicant: TRANS-PETRO, INC., Box 124, Wood River, Ill. Applicant's representative: Mack Stephenson, 42 Fox Mill Lane, Springfield, Ill., 62707. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Petroleum products, in bulk, in tank vehicles, from Pana, Ill., to points in Indiana, Iowa, Missouri, and Wisconsin. NOTE: The purpose of this republication is to add Missouri as a destination State. If a hearing is deemed necessary, applicant requests it be held at Springfield, Ill.

No. MC 126736 (Sub-No. 43), filed September 24, 1965. Applicant: PETROLEUM CARRIER CORPORATION OF FLORIDA, 369 Margaret Street, Jacksonville, Fla., 32207. Applicant's representative: Martin Sack, Jr., Atlantic National Bank Building, Jacksonville, Fla., 32202. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Sulfuric acid, in bulk, in tank vehicles, from points in Hamilton County, Fla., to points in Georgia and Alabama. NOTE: If a hearing is deemed necessary, applicant requests it be held at Jacksonville, Fla.

No. MC 127035 (Sub-No. 1), filed October 4, 1965. Applicant: NEW HOPE MOTOR SERVICE, INC., Post Office Box 11, New Hope, Pa. Applicant's representative: Bert Collins, 140 Cedar Street, New York, N.Y., 10006. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Sand, gravel, and stone, from New Hope, Pa., to points in Mercer, Burlington, Hunterdon, Camden, and Salem Counties, N.J. NOTE: Applicant states that the above proposed authority will be limited to a transportation service under a contract or continuing contracts with New Hope Crushed Stone & Lime Co., Inc., of New Hope, Pa. Applicant is seeking a conversion of its present common carrier authority in Certificate No. MC 114493 (Sub-No. 1), to a contract carrier authority, limiting the territory and restricting the proposed service to a named shipper. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 127366 (Sub-No. 1), filed September 29, 1965. Applicant: B. F. HOLT, Sweetwater, Tenn. Applicant's representative: LaVern Martens, 222 West Adams Street, Chicago, Ill. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Dairy products and materials and supplies used in the production

and distribution of dairy products, between Chattanooga, Cookeville, Crossville, Knoxville, McMinnville, Murfreesboro, and Nashville, Tenn., on the one hand, and, on the other, points in Alabama, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Virginia, and West Virginia. NOTE: If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn.

No. MC 127405 (Sub-No. 1), filed September 23, 1965. Applicant: TRIANGLE TRANSFER & STORAGE CO., doing business as SULLIVAN STORAGE & TRANSFER CO., 4660 Alvarado Canyon Road, San Diego, Calif. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Household goods, as defined by the Commission, having a prior or subsequent out-of-State movement, between points in San Diego, Orange, Los Angeles, San Bernardino, Riverside, and Imperial Counties, Calif. NOTE: If a hearing is deemed necessary, applicant requests it be held at San Diego, Calif.

No. MC 127440 (Sub-No. 2), filed September 13, 1965. Applicant: L & M FEED COMPANY, INC., Rocky Face, Ga. Applicant's representative: Ariel V. Conlin, Suite 626, Fulton National Bank Building, Atlanta, Ga., 30303. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Animal and poultry feed, in bag and/or in bulk, (1) between points in Jackson, De Kalb, and Cherokee Counties, Ala., points in Bradley, Polk, Hamilton, Marion, Sequatchie, Bledsoe, Rhea, Meigs, McMinn, Monroe, Grundy, and Franklin Counties, Tenn., and points in Dade, Walker, Catoosa, Whitfield, Murray, Chattooga, Gordon, Floyd, Bartow, Cherokee, Forsyth, Hall, Dawson, Pickens, Lumpkin, Gilmer, Fannin, Union, Towns, Polk, Haralson, Paulding, and Cobb Counties, Ga., and (2) from Chattanooga, Tenn., to Covington, Ga. NOTE: If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 127509 (Sub-No. 1), filed September 17, 1965. Applicant: JAY PALLET ALL, INC., R.F.D. No. 4, Millersburg, Ohio. Applicant's representative: Richard H. Brandon, Hartman Building, Columbus, Ohio, 43215. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Rough sawed lumber, from points in Holmes, Coshocton, Wayne, and Knox Counties, Ohio, to Louisville, Ky., and points in Indiana, Illinois, Michigan, Pennsylvania, and New York, and rejected shipments, on return. NOTE: Applicant states that it proposes to furnish service under contract with the following parties: Pallet All Corp., Millersburg, Ohio, Lawrence R. McCoy & Co., Inc., Worcester, Mass., Schlack Lumber Co., Charm, Ohio, Yoder Lumber Co., Sugar Creek, Ohio, and Hipp Lumber, Millersburg, Ohio. NOTE: If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.



No. MC 127511 (Sub-No. 2), filed September 17, 1965. Applicant: PRATT'S DRAY & STORAGE, INC., 222 West Illinois Street, Spearfish, S. Dak. Applicant's representative: Mead Bailey, 509 South Dakota Avenue, Sioux Falls, S. Dak., 57101. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities, including household goods as defined by the Commission, commodities of unusual value, commodities in bulk, commodities requiring special equipment, classes A and B explosives, and radioactive material, between Red Water Spur, Deadwood, and Spearfish, S. Dak., on traffic having a prior or subsequent out-of-state movement.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Rapid City, or Deadwood, S. Dak.

No. MC 127533 (Amendment), filed August 24, 1965, published FEDERAL REGISTER issue of September 9, 1965, amended September 30, 1965, republished as amended this issue. Applicant: RICHARDSON TRUCKS INCORPORATED, 2136 East Kerney, Springfield, Mo. Applicant's representative: Thomas Skutt, 1022 First National Bank Building, Omaha, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Corn oil, coconut oil, soybean oil, edible oils, blended edible oils, and vegetable oils, in tank vehicles, (1) from Chicago, Ill., to Springfield, Monett, Eldorado Springs, and Lebanon, Mo.; and (2) from Decatur, Ill., to Springfield, Cabool, Monett, Eldorado Springs, and Lebanon, Mo.* NOTE: The purpose of this republication is to broaden the commodity description. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 127575 (Sub-No. 2), filed October 1, 1965. Applicant: PATRICK E. MONAHAN AND LAVINA R. MONAHAN, a partnership, doing business as GILPIN COUNTY TRUCK LINE, 466 St. Paul, Denver, Colo. Applicant's representative: Bert L. Penn, 30 South Emerson, Denver, Colo., 80209. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities (except classes A and B explosives, commodities of unusual value, commodities in bulk, household goods and commodities injurious or contaminating to other lading), between Denver, Colo., on the one hand, and, on the other, Black Hawk, Central City, and Rollinsville, Colo.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 127600, filed September 22, 1965. Applicant: JOSEPH N. DEMURO, doing business as PERJO TRUCKING CO., 2104 East Tiooga Street, Philadelphia, Pa. Applicant's representative: Leon Weinroth, Suite 2103, 1616 Walnut Street, Philadelphia 3, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Unrated household appliances, from Philadelphia, Pa., to Wilmington, Del.; and to points in New*

Jersey on and south of a line beginning at Trenton and extending along unnumbered highway to Whitehorse, thence thence along New Jersey Highway 524 to junction New Jersey Highway 539 at Allentown, thence southeasterly along New Jersey Highway 539 to Tuckerton, thence along unnumbered highway to the Atlantic Ocean, and *damaged and refused shipments, on return.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 127612 (Amendment), filed September 20, 1965, published FEDERAL REGISTER issue of October 14, 1965, and republished as amended this issue. Applicant: DAWN TRUCKING CORP., 4306 First Avenue, Brooklyn, N.Y. Applicant's representative: Alvin Altman, 1776 Broadway, New York 19, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Salt, in bulk, (a) between points in Dutchess, Nassau, Orange, Putnam, Rockland, Suffolk, Sullivan, Ulster, and Westchester Counties, N.Y., and New York, N.Y., points in Fairfield, New Haven, Hartford, and Litchfield Counties, Conn., and points in Philadelphia, Delaware, Montgomery, and Bucks Counties, Pa., and (b) from points in the above described area to points in New Jersey in and north of Camden, Burlington, and Ocean Counties, N.J., and (2) salt, in packages, from New York, N.Y., to points in Fairfield, New Haven, Hartford, and Litchfield Counties, Conn., points in Philadelphia, Delaware, Montgomery, and Bucks Counties, Pa., and points in New Jersey in and north of Camden, Burlington, and Ocean Counties, N.J.* NOTE: The purpose of this republication is to broaden the authority sought. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 127615, filed September 30, 1965. Applicant: S. A. HARRISON, doing business as HARRISON MOTOR EXPRESS, 5061 Villa Crest, Nashville, Tenn. Applicant's representative: Clarence Evans, Third National Bank Building, Nashville, Tenn., 37219. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities (except those of unusual value, classes A and B explosives, livestock, used household goods and commodities in bulk), between Nashville, Tenn., and Atlanta, Ga.; (a) from Nashville over U.S. Highway 41 to Atlanta and return over the same route, serving those intermediate and off-route points located in Davidson County, Tenn.; and (b) from Nashville over Interstate Highway 24 to junction Interstate Highway 75, thence over Interstate Highway 75 to Atlanta and return over the same route, serving those intermediate and off-route points located in Davidson County, Tenn.* NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn.

No. MC 127617, filed September 29, 1965. Applicant: SOPHIA LANE AND HATTIE KAPLAN, a partnership, doing business as STATE FILM SERVICE, 630

9th Avenue, New York 36, N.Y. Applicant's representative: Edward M. Alfano, 2 West 45th Street, New York 36, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Motion-picture film, accessories, and advertising, customarily used in connection with the exhibition of motion-picture film, between New York, N.Y., on the one hand, and, on the other, points in Essex, Hunterdon, Hudson, Mercer, Middlesex, Monmouth, Morris, Ocean, Somerset, Sussex, Union, and Warren Counties, N.J., and (2) motion-picture films, accessories, and advertising, customarily used in connection with the exhibition of motion-picture films, magazines and newspapers, (a) between points in Essex, Hudson, Hunterdon, Mercer, Middlesex, Monmouth, Morris, Ocean, Somerset, Sussex, Union, and Warren Counties, N.J., and (b) from New York, N.Y., to points in Essex, Hudson, Hunterdon, Mercer, Middlesex, Monmouth, Morris, Ocean, Somerset, Sussex, Union, and Warren Counties, N.J.* NOTE: Applicant states they are requesting common carrier authority in lieu of contract carrier authority now held in MC 109558 Subs 3 and 4. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 127619, filed September 28, 1965. Applicant: HENRY A. BUTTERWORTH, doing business as BUTTERWORTH TRANSPORTATION SERVICES, 150 Brookview Avenue, Fairfield, Conn. Applicant's representative: Edward M. Keefe, 687 Garden Street, Trumbull, Conn. 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), having an immediately prior or subsequent movement by aircraft, between Seymour, New Haven, Orange, West Haven, Milford, Stratford, Bridgeport, Fairfield, Westport, Norwalk, Darien, Stamford, and Greenwich, Conn., on the one hand, and, on the other, John F. Kennedy International Airport, and La Guardia Airport, N.Y., and Newark Airport, N.J.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Hartford, Conn.

No. MC 127620, filed September 23, 1965. Applicant: R. CERTARO TRUCKING COMPANY, INC., 9 Alden Terrace, Paterson, N.J. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J., 07306. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (A) *Acetate yarns, not thrown or dyed, (1) between Paterson, N.J., on the one hand, and, on the other, Pawtucket, West Warwick, Providence, and East Providence, R.I., Fall River and New Bedford, Mass., Manchester, Greenville, Franklin, and New Market, N.H., New York, St. Johnsville, and Amsterdam, N.Y., Beavertown, Selinsgrove, Lebanon, York, Scranton, Phila-*



delphia, Shippensburg, and Middleburg, Pa., Cumberland, Md., Narrows, Va., Rock Hill, S.C., and Rome, Ga.; (2) from Cumberland, Md., Narrows, Va., Rock Hill, S.C., and Rome, Ga., to Paterson, N.J., Pawtucket, West Warwick, Providence, and East Providence, R.I., Fall River and New Bedford, Mass., Manchester, Greenville, Franklin, and New Market, N.H.; (B) *empty beams*, between Cumberland, Md., Narrows, Va., and Rock Hill, S.C., on the one hand, and, on the other, Paterson, N.J., Pawtucket, West Warwick, Providence, and East Providence, R.I., Fall River and New Bedford, Mass., Manchester, Greenville, Franklin, and New Market, N.H., New York, St. Johnsville, and Amsterdam, N.Y., Beavertown, Sellingsgrove, Lebanon, York, Scranton, Philadelphia, Shippensburg, and Middleburg, Va.

(C) *Polyester and nylon*, (1) between Shelby and Greenville, N.C., on the one hand, and, on the other, Paterson, N.J., Pawtucket, West Warwick, Providence, and East Providence, R.I., Fall River and New Bedford, Mass., Manchester, Greenville, Franklin, and New Market, N.H., New York, St. Johnsville, and Amsterdam, N.Y., Beavertown, Sellingsgrove, Lebanon, York, Scranton, Philadelphia, Shippensburg, and Middleburg, Pa., Cumberland, Md., Buena Vista, Altavista, Strasburg, Narrows, and Emporia, Va., Rock Hill and Glendale, S.C., and Rome and Clarksville, Ga.; and (2) between Paterson, N.J., Pawtucket, West Warwick, Providence, and East Providence, R.I., Fall River and New Bedford, Mass., Manchester, Greenville, Franklin, and New Market, N.H., New York, St. Johnsville, and Amsterdam, N.Y., Beavertown, Sellingsgrove, Lebanon, York, Scranton, Philadelphia, Shippensburg, and Middleburg, Pa., on the one hand, and, on the other, Buena Vista, Altavista, Strasburg and Emporia, Va., Rocky Mount, Wadesboro, High Point, Charlotte, Morgantown, and Liberty, N.C., Glendale, S.C., and Rome and Clarksville, Ga. **NOTE:** Applicant states that the above proposed operation will be under continuing contract with Atlas Yarn Co., Inc., Paterson, N.J. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 127621 (Sub-No. 1), filed September 23, 1965. Applicant: DONALD E. SNYDER, 1804 Schiller Street, Muscatine, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Sand and gravel*, in dump trucks, from Muscatine, Iowa, to points in Illinois, Indiana, and Missouri. **NOTE:** Applicant states that the proposed service will be under a continuing contract with Northern Gravel Co., of Muscatine, Iowa. If a hearing is deemed necessary, applicant requests that it be held at Des Moines, Iowa.

No. MC 127622, filed September 29, 1965. Applicant: WILLIAM CHILDS, 78 Athans Avenue, Blossom Park Post Office, Ottawa, Ontario, Canada. Applicant's representative: William J. Hirsch,

43 Niagara Street, Buffalo, N.Y., 14202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Brick*, from ports of entry on the International boundary line between the United States and Canada located on the St. Lawrence River to points in New York (except points in Sullivan, Ulster, Greene, Columbia, Dutchess, Orange, Putnam, Westchester, Rockland, Suffolk, and Nassau Counties, and New York, N.Y.), and *returned shipments*, on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Buffalo, N.Y.

No. MC 127624, filed October 6, 1965. Applicant: A. E. KESSEL CO., INC., 5083 North Elston Avenue, Chicago, Ill., 60630. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except classes A and B explosives, commodities in bulk and those injurious or contaminating to other lading), between Hammond, Ind., and Chicago, Ill., on the one hand, and, on the other, points in Cook, Lake, Du Page, Kane, Kendall, Will and Kankakee Counties, Ill., and Lake, and Porter Counties, Ind. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 127626, filed September 27, 1965. Applicant: CIRCLE "A" CONSTRUCTION, INC., Box 647, Jerome, Idaho. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Phosphate rock*, from Cherokee Mine, Rich County, Utah, to Leele Mill Site, Leele, Wyo. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Boise, Idaho.

#### MOTOR CARRIERS OF PASSENGERS

No. MC 109148 (Sub-No. 20), filed October 5, 1965. Applicant: LAS VEGAS-TONOPAH-RENO STAGE LINE, INC., 917 Stewart Street, Las Vegas, Nev. Applicant's representative: Richard R. Hanna, Post Office Box 648, Carson City, Nev. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, in charter and special operations, (1) between Las Vegas, Nev., and Hoover Dam, Ariz., over U.S. Highway 93, serving no intermediate points; (2) between Las Vegas, Nev., and Grand Canyon Village, Grand Canyon National Park, Ariz.; through Hoover Dam, Ariz., to Kingman, Ariz., thence over U.S. Highway 66 to Williams, Ariz., thence over Arizona Highway 64 to junction U.S. Highway 180, thence over U.S. Highway 180 to Grand Canyon Village, Grand Canyon National Park and return over the same route, serving no intermediate points. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Las Vegas, Nev.

No. MC 109598 (Sub-No. 39), filed September 28, 1965. Applicant: CAROLINA SCENIC STAGES, a corporation, 417 West 5th Street, Charlotte, N.C.

Applicant's representative: James E. Wilson, 1735 K Street NW., Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, and *express and newspapers*, in the same vehicle with passengers, between Orangeburg, S.C., and the junction of South Carolina Highways 170 and 46 approximately one (1) mile west of Prichardville, S.C., from Orangeburg over U.S. Highway 601, via Bamberg and Ehrhardt, to junction U.S. Highway 278 at Hampton, thence over U.S. Highway 278, via Grays and Ridgeland to junction South Carolina Highway 170, thence over South Carolina Highway 170 to junction South Carolina Highway 46 near Prichardville, and return over the same route, serving all intermediate points. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Columbia, S.C.

No. MC 119414 (Sub-No. 3), filed September 23, 1965. Applicant: JAMES ENCAPERA AND THOMAS ENCAPERA, a partnership, doing business as GREATER CHARLEROI BUS LINES, Speers Street, Speers (Belle Vernon), Pa. Applicant's representative: Arthur J. Diskin, Frick Building, Pittsburgh 19, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, and *express and newspapers*, in the same vehicle with passengers, between Brownsville (Fayette County), Pa., and Wheeling, W. Va.; from Brownsville over Pennsylvania Legislative Route 26018 through Albany and Kenneth, Pa., to Gillespie (Fayette County), Pa., thence over Pennsylvania Highway 711 through Fayette City, Naomi, Fairhope, and Belle Vernon, Pa., to junction Interstate Highway 70, thence over Interstate Highway 70 to Speers (Washington County), Pa., thence over Pennsylvania Highway 88 through Charleroi, Pa., to North Charleroi, Pa. (Washington County), thence over the North Charleroi Bridge to Monessen (Westmoreland County), Pa., thence over Pennsylvania Highway 906 to Webster (Westmoreland County), Pa., thence over the Webster-Donora Bridge to Donora (Washington County), Pa., thence over Pennsylvania Highway 837 through Monongahela, Pa., to New Eagle, Pa., thence over Pennsylvania Highway 136 to junction Interstate Highway 70, at East Washington (Washington County), Pa., thence over Interstate Highway 70 (also over U.S. Highway 40) to Wheeling and return over the same route, serving all intermediate points except Washington, Pa., and points on Interstate Highway 70 between Washington, Pa., and Wheeling, W. Va. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 127618, filed September 24, 1965. Applicant: WAGAR COACH LINES LIMITED, Box 41, Tamworth, Ontario, Canada. Applicant's representative: S. Harrison Kahn, 733 Investment Building, Washington, D.C. Authority sought to operate as a



common carrier, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in charter operations, beginning and ending at the ports of entry on the international boundary line between the United States and Canada and extending to points in the United States (except Alaska and Hawaii). NOTE: Applicant states the proposed operations are restricted to movements in foreign commerce only. If a hearing is deemed necessary, applicant requests it be held at Syracuse, N.Y.

APPLICATION OF FREIGHT FORWARDERS  
FREIGHT FORWARDER OF PROPERTY

No. PF 327, TRANS OCEAN VAN SERVICE—freight forwarder application, filed October 6, 1965. Applicant: TRANS OCEAN VAN SERVICE, 3625 Industry Avenue, Lakewood, Calif. Applicant's representative: Alan F. Wohlstetter, 1 Farragut Square South, Washington, D.C., 20006. Authority sought under Part IV of the Interstate Commerce Act as a *freight forwarder* in interstate or foreign commerce, in the forwarding of *used household goods, used automobiles and unaccompanied baggage*, between points in the United States, including Alaska and Hawaii.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN REQUESTED

No. MC 531 (Sub-No. 198), filed September 29, 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: *Alcohol and alcoholic liquors*, in bulk, in tank vehicles, between Union City, Calif., and Pekin, Ill. NOTE: Common control may be involved.

No. MC 63562 (Sub-No. 47), filed September 24, 1965. Applicant: NORTHERN PACIFIC TRANSPORT COMPANY, a corporation, 176 East Fifth Street, St. Paul, Minn., 55101. Applicant's representative: Barry McGrath, 1018 Northern Pacific Building, St. Paul, Minn., 55101. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading), between Darby, Mont., and the Trapper Creek Job Corps Camp, located approximately 10.5 miles southwest of Darby, Mont.; from Darby over U.S. Highway 93 to junction Montana Highway 473, thence over Montana Highway 473 to the Trapper Creek Job Corps Camp and return over the same route, serving all intermediate points. NOTE: Applicant states that it intends to tack the above proposed authority with that part of authority previously granted in Certificate No. MC 63562, wherein applicant is authorized to transport above specified commodities, between Missoula, Mont., and Darby, Mont. Applicant is also authorized to conduct operations as

a common carrier of passengers in Certificate No. MC 84690 and subs thereunder.

No. MC 108185 (Sub-No. 31), filed September 20, 1965. Applicant: DIXIE HIGHWAY EXPRESS, INC., 1900 Vanderbilt Road, Birmingham, Ala., 35201. Applicant's representative: John W. Cooper, 805 Title Building, Birmingham, Ala., 35203. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except commodities in bulk, classes A and B explosives, commodities requiring special equipment and those injurious or contaminating to other lading), between Hardin, Ky., and Paducah, Ky.; from Hardin over U.S. Highway 641 to junction U.S. Highway 68, thence over U.S. Highway 68 to Paducah and return over the same route, serving no intermediate points and serving Hardin and Paducah, Ky., as points of joinder only with applicant's authorized routes.

No. MC 110683 (Sub-No. 29), filed March 1, 1965. Applicant: SMITH'S TRANSFER CORPORATION OF STAUNTON, VA., Post Office Box 1000, Staunton, Va. Applicant's representative: David G. Macdonald, 1000 Sixteenth Street NW., Washington, D.C., 20036. 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, classes A and B explosives, commodities in bulk and except those of unusual value, and those requiring special equipment). Part I authorities requested in western Virginia: (A) Between Staunton, Va., and points in Virginia, as follows: (1) Between Staunton and Roanoke, over U.S. Highway 11 (also over Interstate Highway 81), serving all intermediate points, (2) from Staunton over U.S. Highway 11 to Lexington, Va., as above, thence over U.S. Highway 60 to Clifton Forge, Va., thence over U.S. Highway 220 to Roanoke, and return over the same route, serving all intermediate points, (3) from Staunton over U.S. Highway 250 to junction Virginia Highway 151 near Afton, Va., thence over Virginia Highway 151 via Greenfield, Va., to junction Virginia Highway 6, thence over Virginia Highway 6 to junction U.S. Highway 29 (also from Greenfield over Virginia Highway 151 to junction U.S. Highway 29) (also from junction U.S. Highway 250 and Virginia Highway 151 over U.S. Highway 250 to Charlottesville), thence over U.S. Highway 29 to Lynchburg, and return over the same route, serving all intermediate points, (4) from Staunton over U.S. Highway 11 to Lexington, Va., as above, thence over U.S. Highway 60 via Buena Vista to Amherst, Va., thence over U.S. Highway 29 (also from Buena Vista over U.S. Highway 501) to Lynchburg, and return over the same route, serving all intermediate points, (5) from Staunton over U.S. Highway 250 to Charlottesville.

Thence over U.S. Highway 29 to Culpeper, and return, over the same route, serving all intermediate points; (6) from

Staunton over U.S. Highway 250 to junction U.S. Highway 220, thence over U.S. Highway 220 to Covington, and return over the same route, serving all intermediate points; (7) from Staunton over U.S. Highway 11 to junction Virginia Highway 256, thence over Virginia Highway 256 to Grottoes (also from Staunton over U.S. Highway 250 to Waynesboro, thence over U.S. Highway 340 to Grottoes), thence over U.S. Highway 340 to Berryville, and return over the same route, serving all intermediate points, (8) between Staunton and Winchester, over Interstate Highway 81, serving all intermediate points, (B) between points in Virginia as follows: (1) between New Market and Luray, over U.S. Highway 211, serving all intermediate points, (2) between Strasburg and Front Royal, over Virginia Highway 55, serving all intermediate points, (3) between Millboro Springs and Warm Springs, over Virginia Highway 39, serving all intermediate points, (4) between Bedford and junction U.S. Highway 501 and Virginia Highway 122, over Virginia Highway 122, serving all intermediate points, (5) between Harrisonburg and Buffalo Gap, over Virginia Highway 42, serving all intermediate points, and serving off-route points in connection with the foregoing routes and the carrier's existing routes as follows:

(a) Points in Alleghany, Bath, and Highland Counties, Va., in connection with carrier's regular-route operations to and from Staunton, Va., or Covington, Va., (b) points in Augusta, Rockbridge, and Rockingham Counties, Va., in connection with carrier's regular-route operations to and from points within said counties, (c) points in Frederick, Clark, Warren, Shenandoah, and Page Counties, Va., in connection with carrier's regular-route operations to and from points within said counties, (d) points within fifteen (15) miles of Orange, Va., in connection with carrier's regular-route operations over U.S. Highways 29 and 15 and Virginia Highway 20, (e) points in Madison, Greene, and Albemarle Counties more than fifteen (15) miles from Orange, Va., and those in Nelson County, Va., in connection with carrier's regular-route operations within said counties, (f) points in Botetourt County, Va., and those not in said county and within 10 miles of Roanoke, Va., in connection with carrier's regular-route operations to and from Roanoke, and (g) points in Amherst and Appomattox Counties and those in Bedford and Campbell Counties within 85 miles of Weyers Cave, Va., in connection with carrier's regular-route operations to and from Lynchburg, Va. Part II authorities requested in southwest Virginia and Kentucky: (A) Between Roanoke, Va., and Bristol, Va.-Tenn.: (1) from Roanoke over U.S. Highway 11/460 to Christiansburg, Va., thence over U.S. Highway 460 via Bluefield, Va.-W. Va., via Tazewell, Va., to Claypool Hill, Va., thence over U.S. Highway 19 to Abingdon, Va., thence over U.S. Highway 11 to Bristol, and return over the same route, (2) from Roanoke to Christiansburg, as above.



Thence over U.S. Highway 11 (also from Roanoke over Interstate Route 81 to Bristol) to Bristol, and return over the same route, (3) from Roanoke to Tazewell, as in (A) (1) above, thence over Virginia Highway 16 to Marion, Va., thence to Bristol, as in (A) above and return over the same route, (4) from Roanoke over U.S. Highway 221 to Independence, Va., thence over U.S. Highway 58 to Abingdon, and thence over U.S. Highway 11 to Bristol, and return over the same route, (5) from Roanoke over connecting highways to junction Interstate Highway 81, thence over Interstate Highway 81 to Bristol, and return over the same route, (B) between Christiansburg, Va., and Floyd, Va.; over Virginia Highway 8; (C) between Pearisburg, Va., and junction U.S. Highway 221 and Virginia Highway 100 near Hillsville, Va.; over Virginia Highway 100, (D) between Wytheville, Va. and Independence, Va., over U.S. Highway 21, (E) between Claypool Hill, Va., and Harlan, Ky.; (1) from Claypool Hill over U.S. Highway 460 via Vansant, Va., to junction U.S. Highway 119, thence over U.S. Highway 119 to Baxter, Ky., thence over U.S. Highway 421 via Jenkins, Ky., and Cumberland, Ky., to Harlan, and return over the same route, (2) from Claypool Hill to Vansant as above, thence over Virginia Highway 83 to Pound, Va., thence over U.S. Highway 23 to Jenkins, Ky., thence to Harlan, as above, and return over the same route, (3) from Claypool Hill over U.S. Highway 19 via Lebanon, Va., to Hansonville, Va., thence over Alternate U.S. Highway 58 (also from Lebanon over Virginia Highway 71 to junction Alternate U.S. Highway 58, thence over Alternate U.S. Highway 58) via Norton, Va., via Appalachia, Va., to Gap, Va., thence over U.S. Highway 421 (also from Appalachia over Virginia Highway 160 to the Virginia-Kentucky State line).

Thence over Kentucky Highway 160 to Cumberland, Ky., thence to Harlan, as above, and return over the same route, (F) between Pound and Norton, Va., over U.S. Highway 23, (G) between Bristol, Va.-Tenn., and Harlan, Ky., over U.S. Highway 421, (H) between Big Stone Gap, Va., and junction U.S. Highways 23 and 58/421 near Duffield, Va., over U.S. Highway 23, (I) between Williamson, W. Va., and junction U.S. Highways 119 and 460 near Shelbyville, Ky., over U.S. Highway 119, (J) between Danville, Va., and Bluefield, Va.-W. Va., (1) from Danville over U.S. Highway 58 via Martinsville, Va., to Hillsville, Va., thence over U.S. Highway 52 to Bluefield, and return over the same route, (2) from Danville over U.S. Highway 58 via Martinsville, thence over U.S. Highway 220 to Roanoke, Va., thence over U.S. Highway 460 to Bluefield, and return over the same route, and (K) between Lynchburg, Va., and Roanoke, Va., over U.S. Highway 460, serving all intermediate points over the foregoing routes, and the off-route points as follows: (1) Points within 5 miles of Bluefield, Va.-W. Va., in connection with carrier's regular-route operations to and from Bluefield, (2) points

within 5 miles of Bristol, Va.-Tenn., in connection with carrier's regular-route operations to and from Bristol, (3) points within 10 miles of Roanoke, Va., in connection with carrier's regular-route operations to and from Roanoke, (4) points in Pike, Letcher, and Harlan Counties, Ky., in connection with carrier's regular routes E-1, E-2, E-3, G, H, and I, above, (5) points in Buchanan, Dickenson, Russell, and Wise Counties, Va., in connection with carrier's regular routes E-1, E-2, E-3, and F, above, (6) points in Scott and Lee Counties, in connection with carrier's regular routes G and H, above.

(7) Points in Smyth, Grayson, Wythe, Pulaski, Carroll, Montgomery, and Floyd Counties, Va., and those in Washington County, Va., more than 5 miles from Bristol, in connection with carrier's regular routes A-1, A-2, A-3, A-4, A-5, B, C, and D, above, (8) points in Patrick and Henry Counties, Va., those in Pittsylvania County, Va., on and east of U.S. Highway 29 and those in Franklin more than 10 miles from Roanoke, in connection with carrier's regular routes J-1 and 2, above, (9) points in Tazewell, Bland, Giles, and Craig Counties, Va., as intermediate and off-route points in connection with carrier's regular-route operations to and from Bluefield, Va.-W. Va., and (10) points in Amherst County, Va., on or west of U.S. Highway 29 and on or south of U.S. Highway 60, those in Campbell County, Va., on or west of U.S. Highway 29, those in Bedford, Franklin, and Botetourt Counties, Va., and those in Pittsylvania County on or west of U.S. Highway 29, in connection with carrier's regular route K above. Restriction: Service over the regular routes in Part II, A through K above will be restricted to shipments transported to, from or through Bluefield, Va.-W. Va., or a point within five (5) miles thereof, Charleston, Williamson, or Huntington, W. Va., or Roanoke or Staunton, Va. Part III authority requested to, from and within West Virginia: (1) Between Staunton, Va., and Huntington, W. Va., over Interstate Highway 64, (2) between Bluefield, W. Va., and Callaghan, Va.: From Bluefield over U.S. Highway 219 via Union to Lewisburg, W. Va., thence over U.S. Highway 60 (also from Union over West Virginia Highway 3 to Sweet Springs, W. Va., thence over West Virginia Highway 311 to the West Virginia-Virginia State line, thence over Virginia Highway 311 to Crows, Va., and thence over Virginia Highway 159) to Callaghan, Va., and return over the same route, (3) between Bluefield, Va.-W. Va., and West Virginia points, as follows:

(a) Between Bluefield, Va.-W. Va., and Marlinton, W. Va.; over U.S. Highway 219, (b) from Bluefield over U.S. Highway 219 to junction West Virginia Highway 12, thence over West Virginia Highway 12 to Oakvale, and return over the same route, (c) from Bluefield over U.S. Highway 219 to Princeton, thence over U.S. Highway 19, via Beckley, to Sutton, thence over West Virginia Highway 4 to Charleston, and return over the same route, (d) from Bluefield to Beckley, as

above, thence over U.S. Highway 21 via Oak Hill to Gawley Bridge, thence over West Virginia Highway 16 to junction West Virginia Highway 36, thence over West Virginia Highway 36 to junction U.S. Highway 33, thence over U.S. Highway 33 to Mason, thence over West Virginia Highway 62 to Point Pleasant, and return over the same route, (e) from Bluefield to Oak Hill, as above, thence over West Virginia Highway 61 to Marmet, W. Va., and return over the same route, (f) from Bluefield over West Virginia Highway 12 to junction U.S. Highway 219, thence over U.S. Highway 219 to junction Interstate Highway 77, thence over Interstate Highway 77 to junction U.S. Highway 33 near Ripley, and return over the same route, (g) from Bluefield to Beckley, as above, thence over West Virginia Highway 3 to Racine, W. Va., thence over U.S. Highway 119 to Charleston, thence over U.S. Highway 21 to junction West Virginia Highway 56, thence over West Virginia Highway 56 to Ravenswood, and thence over West Virginia Highway 2 to Huntington, and return over the same route, (h) from Bluefield to Charleston, as above, thence over U.S. Highway 35 (also over West Virginia Highway 17 to Henderson, thence over West Virginia Highway 2) to Point Pleasant, and return over the same route, (i) from Bluefield to Charleston, as above.

Thence over U.S. Highway 60 to Huntington, and return over the same route, (j) between Bluefield and Huntington, W. Va., over U.S. Highway 52, (k) from Bluefield over West Virginia Highway 102 to the West Virginia-Virginia State line, thence over Virginia Highway 102 to the Virginia-West Virginia State line, thence over West Virginia Highway 102 to Welch, and return over the same route, (4) Between points in West Virginia, as follows: (a) Between Winfield and junction West Virginia Highways 3 and 34 near Hamlin, W. Va., over West Virginia Highway 34, (b) between Charleston and junction West Virginia Highways 14 and 3 near Yawkey, over West Virginia Highway 14, (c) between junction U.S. Highway 119 and West Virginia Highway 3 near Danville, W. Va., and West Hamlin, over West Virginia Highway 3, (d) between Delbarton and Mount Gay, over West Virginia Highway 65, (e) between junction U.S. Highways 119 and 52 near Hampden and Racine, over U.S. Highway 119, (f) from Kegley over West Virginia Highway 10 via West Hamlin via junction Alternate West Virginia Highway 10 (also from said junction over West Virginia Highway 10A) to Huntington, and return over the same route, (g) between Welch and Beckley, over West Virginia Highway 16, (h) between Princeton and Nettle, over West Virginia Highway 20, (i) between Yukon and Jaeger, over West Virginia Highway 80, (j) between Pickaway and Shady Spring, over West Virginia Highway 3, (k) between Ronceverte and Anderson, over West Virginia Highway 63, (l) between Belva and Mill Point, over West Virginia Highway 39, (m) between Meadow Bridge and Danese, over West



Virginia Highway 41, (5) between Tazewell, Va., and Welch, W. Va., from Tazewell over Virginia Highway 16 to the Virginia-West Virginia State line, thence over West Virginia Highway 18 to Welch, and return over the same route, and (6) between Grundy, Va., and Bradshaw, W. Va., from Grundy over Virginia Highway 83 to the Virginia-West Virginia State line, thence over West Virginia Highway 83 to Bradshaw, and return over the same route, serving all intermediate points on the foregoing routes in Part III and to and from the off-route points, as follows:

(1) Giles, Bland, and Tazewell Counties, in connection with carrier's regular-route operations to and from Bluefield, Va.-W. Va., (2) points in Mercer, McDowell, and Wyoming Counties, W. Va., in connection with carrier's regular-route operations to and from Bluefield, Va.-W. Va., (3) points in Greenbrier, Pocahontas, Webster, Nicholas, Randolph, Fayette, Raleigh, and Summers Counties, W. Va., in connection with carrier's regular-route operations to and from Bluefield, Beckley or Charleston, W. Va., or Covington, Va., (4) points in Mingo and Logan Counties, W. Va., in connection with carrier's regular-route operations to and from Bluefield, Va.-W. Va., Beckley or Williamson, W. Va., (5) points in West Virginia within fifteen (15) miles of Charleston, W. Va., and those within fifteen (15) miles of Huntington, W. Va., those in Boone, Kanawha, Clay, Braxton, Calhoun, Roane, Jackson, Mason, Putnam, Cabell, Wayne, and Lincoln Counties, W. Va., more than 15 miles from Charleston and Huntington, in connection with carrier's regular-route operations to and from Bluefield, Beckley, Charleston or Huntington, W. Va., or Covington, Va. Restriction: Service to and from service points proposed in Part III will be restricted to shipments transported to, from or through Bluefield or points within five (5) miles thereof, a point on U.S. Highway 60 in West Virginia, Williamson, W. Va., or Roanoke, Covington or Staunton, Va. Part IV routes requested to and within the Carolinas: (1) between Greenville, S.C., and Lynchburg, Va.; and Roanoke, Va., serving Lynchburg and Roanoke for joinder only, as follows: (a) From Greenville over U.S. Highway 29 (also over Interstate Highway 385 to junction Interstate Highway 85, thence over Interstate Highway 85) to Greensboro, N.C., and thence over U.S. Highway 29 to Lynchburg, and return over the same route, (b) from Greenville to Lexington, as above, thence over U.S. Highway 52 to Winston-Salem, N.C., thence over U.S. Highway 158 to Reidsville, N.C., thence over U.S. Highway 29 to Lynchburg, and return; (2) between Greenville, S.C., and Roanoke, Va.; (a) from Greenville to Greensboro, as in (1) (a) above, thence over U.S. Highway 220 to Roanoke, and return over the same route, (b) from Greenville to Winston-Salem, as in (1) (b) above.

Thence over U.S. Highway 311 to junction North Carolina Highway 704, thence over North Carolina Highway 704 to

junction U.S. Highway 220, thence over U.S. Highway 220 to Roanoke, and return over the same route, serving Lynchburg and Roanoke for joinder only in (1) and (2) above, (3) between points in North Carolina as follows: (a) Between Greensboro and Winston-Salem, over U.S. Highway 421 (also over Interstate Highway 40), (b) from Greensboro over Interstate Highway 85 to Durham, (also over U.S. Highway 70A to junction U.S. Highway 70, thence over U.S. Highway 70 to Durham), and thence over U.S. Highway 70 to Raleigh, and return over the same route, (c) between Charlotte and Monroe, over U.S. Highway 74, (d) from Greensboro over U.S. Highway 220 to junction U.S. Highway 64, and thence over U.S. Highway 64 to Lexington, and return over the same route, (e) from Charlotte over U.S. Highway 21 to Statesville (also from Charlotte over U.S. Highway 21 to junction North Carolina Highway 115, thence over North Carolina Highway 115 to junction U.S. Highway 21, thence over U.S. Highway 21 to Statesville), thence over U.S. Highway 70 to Salisbury, and return over the same route, (4) between Charlotte, N.C., and Rock Hill, S.C., over U.S. Highway 21, (5) between points in South Carolina, as follows: (a) From Greenville over South Carolina Highway 20 to Belton, and thence over U.S. Highway 76 to Anderson, and return over the same route, (b) between Greenville and Greenwood, over U.S. Highway 25, (c) between Greenville and Seneca, over U.S. Highway 123, (d) between Greenville and Laurens, over South Carolina Highway 14, (6) between Winston-Salem, N.C., and Statesville, N.C.; from Winston-Salem over U.S. Highway 158 to Mockville, N.C., and thence over U.S. Highway 70 to Statesville, and return over the same route, serving all intermediate points and the off-route points in Rockingham, Stokes, Forsyth, Guilford, Alamance, Davidson, Rowan, Davie, Randolph, Cabarrus, Mecklenburg, Irredell, Gaston, Lincoln, Cleveland, Union, Orange, Durham, and Wake Counties, N.C., and York, Cherokee, Spartanburg, Greenville, Pickens, Anderson, Oconee, Laurens, Union, Abbeville, and Greenwood Counties, S.C.

Restriction: Service over the foregoing routes will be restricted to shipments transported to, from or through Roanoke, Lynchburg, or Charlottesville, Va., or a point in Augusta, Rockbridge or Rockingham Counties, Va. Part V additional authority requested to and from the east: (1) Between Winchester, Va., and New York, N.Y., (a) from Winchester over U.S. Highway 11 (also from Winchester over Interstate Highway 81; also from Winchester over Virginia Highway 7 to Berryville, Va., thence over U.S. Highway 340 to Frederick, Md., thence over U.S. Highway 15 by Gettysburg) to Harrisburg, Pa., thence over U.S. Highway 22 by Phillipsburg, N.J. (also over Interstate Highway 78), to Newark, N.J., thence over U.S. Highway 1 and 9 (also over the Pulaski Skyway) to Jersey City, N.J., thence by the Holland Tunnel (also from Jersey City over U.S. Highway 1 and 9

to junction New Jersey Highway 3, thence over New Jersey Highway 3 and the Lincoln Tunnel) (also from Jersey City over U.S. Highway 1 and 9 to junction New Jersey Highway 4, thence over New Jersey Highway 4 and the George Washington Bridge) to New York, and return over the same route, (b) from Winchester to Phillipsburg, as above, thence over New Jersey Highway 24 to junction New Jersey Highway 57, thence over New Jersey Highway 57 to junction U.S. Highway 46, thence over U.S. Highway 46 to junction Interstate Highway 80 and New Jersey Highway 10 (also over Interstate Highway 80) (also over New Jersey Highway 10) by Clifton, N.J., to junction U.S. Highway 1, thence to New York as above, and return over the same route, (c) from Winchester, Va., to Clifton, N.J., as above, thence over New Jersey Highway 3 to junction U.S. Highway 1, thence to New York as above, and return over the same route, (d) from Winchester, Va., to Harrisburg, Pa., as above, thence over the Pennsylvania Turnpike to Valley Forge Interchange, thence over Pennsylvania Highway 43 to Philadelphia, thence over U.S. Highway 13 to Morrisville, Pa.

Thence over U.S. Highway 1 (also from Philadelphia over U.S. Highway 1) (also from Valley Forge Interchange over Pennsylvania Turnpike to junction New Jersey Turnpike, thence over New Jersey Turnpike), to New York, and return over the same route, (e) from Winchester, Va., to Gettysburg, Pa., as above, thence over U.S. Highway 30, by York to Philadelphia (also from Gettysburg over U.S. Highway 30 to junction U.S. Highway 202, thence over U.S. Highway 202 to junction U.S. Highway 22), thence to New York, as above, and return over the same route, (f) from Winchester, Va., to Frederick, Md., as above, thence over Interstate Highway 70N to junction Interstate Highway 695; thence over Interstate Highway 695 to junction Interstate Highway 83, thence over Interstate Highway 83 by York, Pa., to Harrisburg, thence to New York as above, and return over the same route. Service over the foregoing routes is proposed at the intermediate and off-route points of Harrisburg and Gettysburg, Pa., for joinder only; York, Pa., for joinder and for origination of southbound and delivery of northbound shipments; points in Pennsylvania on U.S. Highways 1 and 13, those within 25 miles of city hall, Philadelphia, and those in Bucks, Northampton, Montgomery, and Lehigh Counties, Pa., more than 25 miles from city hall, Philadelphia, and within 100 miles of Fairview, N.J., and those in New Jersey on U.S. Highways 1, 130, 202, 22, and 46, New Jersey Highways 24, 57, 10, 3, and 4, those within 35 miles of city hall; New York, those within 15 miles of Camden, N.J., those more than 35 miles of city hall, New York, and more than 15 miles from Camden, N.J., in Passaic, Sussex, Warren, Morris, Hunterdon, Somerset, Mercer, Middlesex, and Monmouth Counties and those in Burlington and Ocean Counties on and north of New Jersey Highway 70; (2) between



Charlottesville, Va., and New York, N.Y., (a) from Charlottesville over Virginia Highway 20 to junction Virginia Highway 3.

Thence over Virginia Highway 3 by junction Interstate Highway 95 to junction U.S. Highway 1, thence over U.S. Highway 1 to junction Virginia Highway 350, thence over Virginia Highway 350 to junction Interstate Highway 495, thence over Virginia Highway 350 to junction U.S. Highway 1, thence over U.S. Highway 1 to junction Interstate Highway 495 (also from junction Virginia Highway 350 and Interstate Highway 495 eastward over Interstate Highway 495 to junction U.S. Highway 1) (also from junction Virginia Highway 350 and Interstate Highway 495 westward over Interstate Highway 495 to junction U.S. Highway 1) thence over U.S. Highway 1 to junction Interstate Highway 695, thence over Interstate Highway 695 to junction U.S. Highway 40 northeast of Baltimore, thence over U.S. Highway 40 to junction U.S. Highway 13, thence over U.S. Highway 13 to Philadelphia, thence to New York, N.Y., as above, and return over the same route, (b) from Charlottesville to junction Virginia Highway 3 and Interstate Highway 95 as above, thence over Interstate Highway 95 by junction Interstate Highways 95 and 295 near Wilmington, Del., thence over Interstate Highway 95 (also over Interstate Highway 295 to junction Interstate Highway 95, thence over Interstate Highway 95) (also over U.S. Highway 40 to junction U.S. Highway 130, thence over U.S. Highway 130 to junction U.S. Highway 1 near New Brunswick, N.J., thence over U.S. Highway 1) (also over Interstate Highway 205 to junction New Jersey Turnpike, thence over New Jersey Turnpike to junction U.S. Highway 46, thence over U.S. Highway 46) to New York, and return over the same route.

Service over the foregoing routes, 2(a) and 2(b), is proposed to and from intermediate points in Virginia within 85 miles of Weyers Cave, Va., intermediate and off-route points within 15 miles of Orange, Va., and those within 10 miles of Fairfax, Va., those in the Washington, D.C., commercial zone, and the intermediate points between Washington, D.C., and New York, N.Y., and the off-route points otherwise proposed with respect thereto; (3) between Front Royal, Va., and New York, N.Y., (a) from Front Royal over Virginia Highway 55 to Gainesville, Va., thence over U.S. Highway 211 (also from Front Royal over Interstate Highway 66) by junction Interstate Highway 495, to Washington, D.C., thence over U.S. Highway 1 (also from junction U.S. Highway 211 and Interstate Highway 495 over Interstate Highway 495 to junction U.S. Highway 29, thence over U.S. Highway 29) to Baltimore, thence over U.S. Highway 1 by Avondale and Philadelphia, Pa. (also over Interstate Highway 95) to New York, N.Y., and return over the same route; (b) from Front Royal, Va., to Philadelphia, Pa., as above, thence over U.S. Highway 309 to Center Valley, Pa., thence over U.S. Highway 309 (also over

Pennsylvania Highway 191) to junction U.S. Highway 22, thence over U.S. Highway 22 (also over Interstate Highway 78) to Newark, N.J., thence to New York, as above, and return over the same route; (c) from Front Royal, Va., to Avondale, Pa., as above, thence over Pennsylvania Highway 41 to the Pennsylvania-Delaware State line, thence over Delaware Highway 41 to junction Delaware Highway 48, thence over Delaware Highway 48 to Wilmington, Del., thence over Alternate U.S. Highway 13 to Chester, Pa., thence over Pennsylvania Highway 320 to Norristown, Pa., thence over U.S. Highway 202 to junction U.S. Highway 22, thence to New York as above, and return over the same route.

Service over the foregoing routes, 3(a), 3(b), and 3(c), is proposed to and from all intermediate points in Virginia, Washington, D.C., Baltimore, Md., and Wilmington, Del., the intermediate and off-route points in Pennsylvania within 25 miles of city hall, Philadelphia, including Philadelphia, and those in Lehigh, Northampton, Bucks, and Montgomery Counties, Pa., more than 25 miles from city hall, Philadelphia; the intermediate and off-route points in New Jersey within 35 miles of city hall, New York, those within 15 miles of Camden, N.J., and those more than 35 miles from city hall, New York, and more than 15 miles from Camden in Passaic, Sussex, Warren, Morris, Hunterdon, Somerset, Middlesex, Mercer, and Monmouth Counties and those in Burlington and Ocean Counties on or north of New Jersey Highway 70; and points in the commercial zone of New York, N.Y. (4) Serving points in Pennsylvania within 25 miles of city hall, Philadelphia, Pa., as intermediate and off-route points in connection with carrier's regular-route operations to and from Philadelphia, Pa. (5) Serving points in New Jersey within 35 miles of city hall, New York, N.Y., those within 15 miles of Camden, N.J., and those in Passaic, Sussex, Warren, Morris, Hunterdon, Somerset, Middlesex, Mercer, and Monmouth Counties, N.J., and those in Burlington and Ocean Counties, N.J., on or north of U.S. Highway 70 from Camden to junction New Jersey Highway 37, thence New Jersey Highway 37 to the Atlantic Ocean which are more than 35 miles from city hall, New York, and more than 15 miles from Camden, as intermediate and off-route points in connection with carrier's regular-route operations to and from points in New Jersey.

Part VI additional authorities requested in New Jersey: (1) Between points in New Jersey as follows: (a) From the New Jersey exit of the George Washington Bridge over New Jersey Highway 4 to Paterson, and return over the same route, (b) from Newark over New Jersey Highway 23 to Hamburg, and return over the same route, (c) from Jersey City over New Jersey Highway 7 to junction New Jersey Highway 506, thence over New Jersey Highway 506 to junction U.S. Highway 46, and return over the same route, (d) from Newark over New Jersey Highway 24 (also over New Jersey Highway 510) to Morristown, and return over

the same route, (e) from Somerville over U.S. Highway 202 (also over Interstate Highway 287) to junction New Jersey Highway 17, and return over the same route, (f) from Newark over New Jersey Highway 17 to junction U.S. Highway 202, and return over the same route, (g) from Mansfield Square over U.S. Highway 206 to Somerville, and return over the same route, (h) from Newark over New Jersey Highway 27 to Princeton, and return over the same route, (i) from Elizabeth over New Jersey Highway 28 to Somerville, and return over the same route, (j) from Bound Brook over New Jersey Highway 18 to junction U.S. Highway 9, and return over the same route, (k) from Rahway over New Jersey Highway 35 to Point Pleasant, and return over the same route, (l) from Rahway over U.S. Highway 9 to Toms River, and return over the same route, (m) from Trenton over New Jersey Highway 33 to junction New Jersey Highway 537, thence over New Jersey Highway 537 to Long Branch, N.J., and return over the same route, (n) from junction U.S. Highway 9 and New Jersey Highway 33 near Freehold over New Jersey Highway 33 to junction New Jersey Highway 35, and return over the same route, (o) from New Brunswick over New Jersey Highway 514 to junction New Jersey Highway 35, and return over the same route, (p) from Camden over New Jersey Highway 70 to Laurelton, thence over New Jersey Highway 88 to Point Pleasant, and return over the same route. Service is proposed to and from all intermediate points and the off-route points in New Jersey on and north of New Jersey Highway 70 from Camden to junction New Jersey Highway 88, thence New Jersey Highway 88 to Point Pleasant, N.J.

Part VII authorities requested in New England: (1) Between New York, N.Y., and Boston, Mass.: (a) From New York over U.S. Highway 1 by New Haven and Groton, Conn., to Boston, and return over the same route, (b) from New York over Interstate Highway 95 to Boston, (c) from New York to Groton, as above, thence over Connecticut Highway 95 to the Connecticut-Rhode Island State line, thence over Rhode Island Highway 3 to junction Rhode Island Highway 3A, thence over Rhode Island Highway 3A to junction Rhode Island Highway 3, thence over Rhode Island Highway 3 to Providence, thence to Boston, as above, and return over the same route, (d) from New York to New Haven, as above, thence over U.S. Highway 5 by Meriden, Conn., to Hartford, Conn., thence over U.S. Highway 44 to junction Connecticut Highway 15, thence over Connecticut Highway 15 to the Connecticut-Massachusetts State line, thence over Massachusetts Highway 15 to junction U.S. Highway 20, thence over U.S. Highway 20 to Boston; and return over the same route, (e) from New York to New Haven, as above, thence over Interstate Highway 91, by junction Interstate Highway 84, to junction Interstate Highway 90 (also from junction Interstate Highways 91 and 84 to junction Interstate Highway 90), thence over



Interstate Highway 90 to Boston, and return over the same route, (f) from New York to Hartford, as above, thence over Alternate U.S. Highway 5 to Springfield, Mass., thence over U.S. Highway 20 to junction Massachusetts Highway 12, thence over Massachusetts Highway 12 to Worcester, thence over Massachusetts Highway 9 to Boston, and return over the same route, (g) from New York over U.S. Highway 1 to Norwalk, Conn., thence over U.S. Highway 7 to Danbury, Conn.

Thence over U.S. Highway 6 (also over Interstate Highway 84) to Hartford, thence over U.S. Highway 44 to junction U.S. Highway 44A, thence over U.S. Highway 44A to junction U.S. Highway 44, thence over U.S. Highway 44 to junction Connecticut Highway 101, thence over Connecticut Highway 101 to the Connecticut-Rhode Island State line, thence over Rhode Island Highway 101 to Providence, R.I., thence to Boston, as above, and return over the same route; (2) between Hartford, Conn., and North Adams, Mass., (a) from Hartford over U.S. Highway 44 to junction U.S. Highway 7, thence over U.S. Highway 7 to Pittsfield, Mass., thence over Massachusetts Highway 8 to North Adams, and return over the same route, (b) from Hartford over U.S. Highway 5A to West Springfield, thence over U.S. Highway 20 to Pittsfield, thence to North Adams as above, and return over the same route, (c) from Hartford over Interstate Highway 91 to junction Interstate Highway 90, thence over Interstate Highway 90 to Lee, Mass., thence to North Adams as above, and return over the same route, (d) from Hartford over U.S. Highway 44 to junction U.S. Highway 5, thence over U.S. Highway 5 to Greenfield, Mass. (also from Hartford over Interstate Highway 91 to Greenfield), thence over Massachusetts Highway 2 to North Adams, and return over the same route; (3) between Stafford Springs, Conn., and Palmer, Mass., from Stafford Springs over Connecticut Highway 32 to the Connecticut-Massachusetts State line, thence over Massachusetts Highway 32 to Palmer, and return over the same route; (4) between Farmington, Conn., and Northampton, Mass., from Farmington over Connecticut Highway 10 to the Connecticut-Massachusetts State line, thence over Massachusetts Highway 10 to Northampton, and return over the same route; (5) between Meriden, Conn., and Taunton, Mass., from Meriden over Alternate U.S. Highway 6 to junction U.S. Highway 6 near Willimantic, Conn.

Thence over U.S. Highway 6 to Providence, R.I., thence over U.S. Highway 44 to Taunton, and return over the same route; (6) between Norwich, Conn., and junction Massachusetts Highway 12 and U.S. Highway 20, from Norwich over Connecticut Highway 12 to Connecticut-Massachusetts State line, thence over Massachusetts Highway 12 to junction U.S. Highway 20, and return over the same route, (7) between Meriden and New Haven, Conn., from Meriden over Alternate U.S. Highway 6 to junction Connecticut Highway 15, thence over

Connecticut Highway 15 to junction Connecticut Highway 10A, thence over Connecticut Highway 10A to New Haven (also from Meriden over Alternate U.S. Highway 6 to junction Connecticut Highway 10, thence over Connecticut Highway 10 to New Haven), and return over the same route; (8) between Wallingford and Waterbury, Conn., from Wallingford over unnumbered highway to Cheshire, Conn., thence over Connecticut Highway 70 to Waterbury (also from Wallingford over Connecticut Highway 71 to junction Connecticut Highway 70, thence over Connecticut Highway 70 to Waterbury), and return over the same route; (9) between Wallingford and Northford, Conn., from Wallingford over unnumbered highway to junction Connecticut Highway 150, thence over Connecticut Highway 150 to Northford, and return over the same route; (10) between Hartford and North Haven, Conn., from Hartford over Connecticut Highway 9 to Middletown, thence over Connecticut Highway 17 to Northford (also from Middletown over Connecticut Highway 157 to junction Connecticut Highway 17, thence over Connecticut Highway 17 to Northford), thence over Connecticut Highway 22 to North Haven, and return over the same route; (11) between Hartford and Waterbury, Conn., (a) from Hartford over Connecticut Highway 4 to Farmington, thence over Connecticut Highway 10 to junction U.S. Highway 6.

Thence over U.S. Highway 6 to junction Connecticut Highway 69, thence over Connecticut Highway 69 to Waterbury, and return over the same route; (b) from Hartford to Farmington, as above, thence over Connecticut Highway 10 to junction Alternate U.S. Highway 6, thence over Alternate U.S. Highway 6 to Waterbury, and return over the same route; (12) between Waterbury and New Haven, Conn., over Connecticut Highway 69; (13) between Waterbury and Canaan, Conn., from Waterbury over Connecticut Highway 73 to Watertown, thence over Connecticut Highway 63 to South Canaan (also from Waterbury over Connecticut Highway 8 to Torrington, thence over Connecticut Highway 4 to Goshen, thence over Connecticut Highway 63 to South Canaan), thence over U.S. Highway 7 to Canaan, and return over the same route; (14) between points in Connecticut as follows: (a) From junction Interstate Highway 91 and Interstate Highway 291 near Rocky Hill, Conn., over Interstate Highway 291 to junction Interstate Highway 291 and U.S. Highway 5 near South Windsor, Conn., and return over the same route, (b) from Middletown over Connecticut Highway 9 to Old Saybrook, Conn., and return over the same route, (c) from Thompsonville, Conn., over Connecticut Highway 190 to Stafford Springs, and return over the same route, (d) from Stafford Springs over Connecticut Highway 32 by Norwich to New London, also from Norwich over Connecticut Highway 12 to Groton.

Thence over U.S. Highway 1 to New London, and return over the same

route, (e) from junction Connecticut Highway 9 and Interstate Highway 491 over Interstate Highway 491 to junction Interstate Highway 491 and U.S. Highway 44, and return over the same route, (f) from junction Alternate U.S. Highway 6 and Connecticut Highway 16 over Connecticut Highway 16 to Colchester, and return over the same route, (g) from Hartford over Connecticut Highway 2 to Pawcatuck, and return over the same route, (h) from Colchester over Connecticut Highway 85 to New London, and return over the same route, (i) from New Haven over Connecticut Highway 34 to Sandy Hook, and return over the same route, (j) from Bristol over Connecticut Highway 72 to Cromwell, and return over the same route, (k) from Naugatuck over Connecticut Highway 63 to New Haven, and return over the same route, (l) from Seymour over Connecticut Highway 67 to junction Connecticut Highway 63, and return over the same route; (15) between Providence, R.I., and New Bedford, Mass., (a) over Interstate Highway 195, (b) over U.S. Highway 6, (c) from Providence over U.S. Highway 1 to Pawtucket, R.I., thence over Alternate U.S. Highway 1 to junction U.S. Highway 6, thence to New Bedford, as above; (16) between Providence and Newport, R.I., from Providence over U.S. Highway 6 to junction Rhode Island Highway 114, thence over Rhode Island Highway 114 to Newport, and return over the same route; (17) between Providence, R.I., and Boston, Mass., from Providence over U.S. Highway 1 to junction Massachusetts Highway 123, thence over Massachusetts Highway 123 to Brockton, thence over Massachusetts Highway 28 to Boston, and return over the same route; (18) between junction Interstate Highway 95 and Interstate Highway 295 near Pontiac, R.I., and junction of the same highways near Attleboro, Mass., over Interstate Highway 295; (19) between Worcester, Mass., and Providence, R.I., from Worcester over Massachusetts Highway 146 to the Massachusetts-Rhode Island State line, thence over Rhode Island Highway 146 to Providence, and return over the same route; (20) between points in Rhode Island, as follows:

(a) From Providence over Rhode Island Highway 117 via Warwick to junction Rhode Island Highway 3A, and return over the same route, (b) from Apponaug over Rhode Island Highway 5 to junction Rhode Island Highway 14, thence over Rhode Island Highway 14 to Providence, and return over the same route, (c) from North Scituate over Rhode Island Highway 116 to junction Rhode Island Highway 114, and return over the same route, and (d) from Providence over Rhode Island Highway 122 (also over Rhode Island Highway 126) (also over Rhode Island Highway 114 to Grants Mills, thence over Rhode Island Highway 11) to Woonsocket, and return over the same route; (21) between points in Massachusetts, as follows: (a) From Boston over Massachusetts Highway 3 (also over Massachusetts Highway 3A) to Plymouth, and return over the same



route, (b) from junction Massachusetts Highway 128 and Massachusetts Highway 3 over Massachusetts Highway 128 to Gloucester, and return over the same route, (c) from Boston over U.S. Highway 3 by junction Massachusetts Highway 3A (also over Massachusetts Highway 3A) to Lowell, and return over the same route, (d) from Boston over Massachusetts Highway 38 to Lowell, and return over the same route, (e) from Boston over Massachusetts Highway 28 to Methuen, and return over the same route, (f) from Boston over Interstate Highway 93 to junction Massachusetts Highway 113, thence over Massachusetts Highway 113 to Methuen, and return over the same route, (g) from Methuen over Massachusetts Highway 113 to Newburyport, and return over the same route, (h) from Lawrence over Massachusetts Highway 133 to Gloucester, and return over the same route, (i) from Boston over U.S. Highway 1 (also from Boston over Alternate U.S. Highway 1) to Newburyport, and return over the same route, (j) from Holyoke over Massachusetts Highway 116 to North Amherst.

Thence over Massachusetts Highway 63 to Millers Falls, thence over Massachusetts Highway 2A and 2 to Greenfield, and return over the same route, (k) from Palmer over Massachusetts Highway 32 to Ware, thence over Massachusetts Highway 9 to Worcester, and return over the same route, (l) from Dedham over unnumbered highway to junction Massachusetts Highway 135, thence over Massachusetts Highway 135 to Framingham, thence over Massachusetts Highway 126 to junction Massachusetts Highway 9 and return over the same route, (m) from Worcester over Massachusetts Highway 122 to Paxton, thence over Massachusetts Highway 56 to junction Massachusetts Highway 68 (also from Worcester over Massachusetts Highway 68 to Gardner, Mass.), and return over the same route, (n) from Springfield over Massachusetts Highway 147 to junction Massachusetts Highway 57, thence over Massachusetts Highway 57 to Southwick, and return over the same route, (o) from Holyoke over Massachusetts Highway 141 to Easthampton, and return over the same route, (p) from South Hadley over Massachusetts Highway 47 to junction unnumbered highway, thence over unnumbered highway to Mount Tom, and return over the same route, (q) from Holyoke over U.S. Highway 202 to junction Massachusetts Highway 9, thence over Massachusetts Highway 9 to Ware, and return over the same route, (r) from Springfield over Massachusetts Highway 21 to junction U.S. Highway 202 near Belchertown, and return over the same route, (s) from Lynn over Massachusetts Highway 129 to junction U.S. Highway 1, and return over the same route, (t) from Greenfield over Massachusetts Highway 2 to junction Massachusetts Highway 2A, near Wendell Depot, thence over Massachusetts Highway 2 (also over Massachusetts Highway 2A to junction Massachusetts Highway 2, thence over Massachusetts Highway 2) to Gardner,

and return over the same route, (u) from Gardner over Massachusetts Highway 2 (also from Gardner over Massachusetts Highway 2A to Westminster, Mass.).

Thence over Massachusetts Highway 2 (also over Massachusetts Highway 2A) to Cambridge, Mass., thence over Massachusetts Highway 2 to Boston, and return over the same route, (v) from Worcester over Massachusetts Highway 9 to junction Interstate Highway 495, thence over Interstate Highway 495 to junction U.S. Highway 1, and return over the same route, (w) from Worcester over Massachusetts Highway 122 to junction Massachusetts Highway 140, thence over Massachusetts Highway 140 to Taunton, thence over U.S. Highway 44 to Plymouth, and return over the same route, (x) from Worcester over Massachusetts Highway 12 to Fitchburg, and return over the same route, (y) from Boston over Massachusetts Highway C-1 to junction U.S. Highway 1A, thence over U.S. Highway 1A to Lynn (also from Boston over U.S. Highway 1 to Saugus, thence over unnumbered highway to junction Massachusetts Highway 107, thence over Massachusetts Highway 107 to Lynn), and return over the same route. Service over the routes in Part VII is proposed to and from all intermediate points and the off-route points in Connecticut, Rhode Island, and Massachusetts. 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 114106 (Sub-No. 48), filed September 24, 1965. Applicant: MAYBELLE TRANSPORT COMPANY, a corporation, Post Office Box 573, Lexington, N.C. Applicant's representative: William P. Sullivan, 1825 Jefferson Place NW., Washington, D.C., 20036. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Cement and mortar, in packages, from Selma, N.C., to points in North Carolina, South Carolina, and Virginia. Note: Applicant is also authorized to conduct operations as a contract carrier in Permit No. MC 115176. Sub 1, therefore, dual operations may be involved.

No. MC 114965 (Sub-No. 22), filed September 30, 1965. Applicant: CYRUS TRUCK LINE, INC., R.F.D. No. 1, Post Office Box 327, Iola, Kans. Applicant's representative: Charles H. Apt, 104 South Washington Avenue, Iola, Kans. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Aviation fuels in bulk, in tank vehicles, from Kansas City, Kans., to Arrowhead Airport at or near Chesterfield, Mo., and, damaged, refused, or contaminated aviation fuels, on return.

No. MC 117765 (Sub-No. 34), filed September 24, 1965. Applicant: HAHN TRUCK LINE, INC., 5800 North Eastern, Oklahoma City, Okla. Applicant's rep-

resentative: Rufus H. Lawson, 106 Bixler Building, 2400 Northwest 23d Street, Oklahoma City 7, Okla. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Salt and mineral feed mixtures, from Lyons and Kanopolis, Kans., to points in Grayson and Lamar Counties, Tex.

No. MC 117765 (Sub-No. 35), filed September 24, 1965. Applicant: HAHN TRUCK LINE, INC., 5800 North Eastern, Oklahoma City 7, Okla. Applicant's representative: Rufus H. Lawson, 106 Bixler Building, 2400 Northwest 23d Street, Oklahoma City 7, Okla. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Malt beverages and advertising matter for the sale of such beverages, from La Crosse, Wis., to points in Kansas.

No. MC 124047 (Sub-No. 36), filed September 27, 1965. Applicant: SCHWERTMAN TRUCKING CO. OF OHIO, a corporation, 611 South 28th Street, Milwaukee, Wis., 53246. Applicant's representative: James R. Ziperski (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Nitrogen fertilizer solutions, in bulk, in tank vehicles, from Smedley, Bartersville and Flat Rock, Ind., to Cincinnati, Ohio.

No. MC 127032 (Sub-No. 2), filed September 30, 1965. Applicant: JAMES EDWARD CARR AND WILLIAM R. HATCHER, a partnership, doing business as CARR & HATCHER, care of Donald P. Krisher, 623 Peoples Building, Charleston, W. Va., 25301. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Baked goods, pies, pastries, and empty containers or other incidental facilities, used in transporting these commodities in shipper-owned trailers, (1) between London, Ky., on the one hand, and, on the other, Bristol, Va.-Tenn., and Atlanta, Ga., (2) between Bluefield, W. Va., on the one hand, and, on the other, London, Ky., Greensboro, N.C., Atlanta, Ga., Greenville and Columbia, S.C., and (3) between South Charleston, W. Va., on the one hand, and, on the other, Atlanta, Ga., London, Ky., Greenville and Columbia, S.C., and Greensboro, N.C.

No. MC 127381 (Sub-No. 1), filed September 30, 1965. Applicant: TRANSPORT SERVICE, INC., 425 East 8th Street, St. Paul, Minn., 55101. Applicant's representative: S. F. Caruso, 2481 North Cleveland Avenue, St. Paul, Minn., 55113. Authority sought to operate as a common carrier by motor vehicle, over irregular routes, transporting: Empty steel drums, used or reconditioned, between St. Paul, Minn., on the one hand, and, on the other points in Iowa, Nebraska, and Wisconsin. Note: Common control may be involved.

By the Commission.

[SEAL] H. NEIL GARSON,  
Secretary.

[F.R. Doc. 65-11217; Filed, Oct. 20, 1965; 8:45 a.m.]



# FOURTH SECTION APPLICATIONS FOR RELIEF

OCTOBER 18, 1965.

Protests to the granting of an application must be prepared in accordance with § 1.40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

## LONG-AND-SHORT HAUL

FSA No. 40070—*Class and commodity rates from and to Hercules, Miss.* Filed by O. W. South, Jr., agent (No. A4777), for interested rail carriers. Rates on property moving on class and commodity rates, in carloads and less-than-carloads, from or to Hercules, Miss., on the one hand, and points in the United States and Canada, on the other.

Grounds for relief—New station and grouping.

FSA No. 40072—*Substituted service—N&W for Lee Bros., Inc.* Filed by Lee Bros., Inc. (No. 1), for and on behalf of itself and interested carriers. Rates on property loaded in trailers and transported on railroad flatcars, between points in Illinois, Indiana, Missouri, Nebraska, and Wisconsin, on the one hand, and points in Kentucky, Michigan (Lower Peninsula), Ohio and Pennsylvania, on the other.

Grounds for relief—Motortruck competition.

## AGGREGATE-OF-INTERMEDIATES

FSA No. 40071—*Commodities between points in Texas.* Filed by Texas-Louisiana Freight Bureau, agent (No. 549), for interested rail carriers. Rates on motor vehicles, in bilevel and trilevel cars, in carloads, from Dallas, Tex., to Amarillo, Tex.

Grounds for relief—Maintenance of depressed rates published to meet intrastate competition without use of such rates as factors in constructing combination rates.

Tariff—Supplement 38 to Texas-Louisiana Freight Bureau, agent, tariff ICC 998.

By the Commission.

[SEAL] H. NEIL GARSON,  
Secretary.

[P.R. Doc. 65-11276; Filed, Oct. 20, 1965;  
8:48 a.m.]

[Notice 1249]

# MOTOR CARRIER TRANSFER PROCEEDINGS

OCTOBER 18, 1965.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested

person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-68199. By order of October 13, 1965, Transfer Board approved the transfer to Bornhoft Truck Service, Inc., Harrisburg, Ark., of Certificates Nos. MC-124158 and MC-124158 (Sub-No. 2), issued December 3, 1962, and April 21, 1964, respectively, to Robert W. Bornhoft, doing business as B & M Agricultural Service, Harrisburg, Ark., authorizing the transportation of potash, over irregular routes, from points in Lea and Eddy Counties, N. Mex., to points in Jackson, Poinsett, Craighead, Cross, and Mississippi Counties, Ark.; and potash, except in tank vehicles, from points in Lea and Eddy Counties, N. Mex., to points in Greene, Randolph, Lawrence, Clay, Woodruff, Lee, Monroe, Arkansas, Prairie, Lonoke, Ashley, Drew, Phillips, and St. Francis Counties, Ark.; and soybean meal, from points in Jackson and Mississippi Counties, Ark., to points in that part of Texas on and west of a line beginning at the Texas-Oklahoma State line near Higgins, Tex., and extending along U.S. Highway 83 to Abilene, Tex., and thence along U.S. Highway 277 to Eagle Pass, Tex., and points in that part of New Mexico on and east of U.S. Highway 54; and soybean meal, except in tank vehicles, from Stuttgart, Pine Bluff, North Little Rock, Newport, Wilson, and Helena, Ark., Greenville, Greenwood, Marks, Hollandale, and Clarksdale, Miss., and points within 10 miles of each of said points and Memphis and Tiptonville, Tenn., to points in Texas, except Houston, Tex. Louis Tarlowski, 914 Pyramid Life Building, Little Rock, Ark., 72201, attorney for applicants.

No. MC-FC-68208. By order of October 13, 1965, Transfer Board approved the transfer to Clyde E. Markman and Lloyd E. Ausham, doing business as Markman and Ausham, Worthington, Minn., of the operating rights in Certificate No. MC-25174, issued May 5, 1954, to Mathilda McNab and K. L. McNab, a partnership, doing business as P. A. McNab and Son, Worthington, Minn., authorizing the transportation, over irregular routes, of: Livestock, from Worthington, Minn., and points in Minnesota within 10 miles of Worthington, to Sioux Falls, S. Dak., and Sioux City, Iowa. Robert A. Darling, Dolan Building, Worthington, Minn., 56187, attorney for applicants.

No. MC-FC-68209. By order of October 13, 1965, Transfer Board approved the transfer to E. D. Fee Transfer, Inc., New Castle, Pa., of the operating rights in Certificates Nos. MC-67167, MC-67167

(Sub-No. 6), MC-67167 (Sub-No. 8), and MC-67167 (Sub-No. 9), issued February 8, 1950, April 9, 1958, October 20, 1961, and December 28, 1964, respectively, to Edward D. Fee, doing business as E. D. Fee Transfer, New Castle, Pa., authorizing the transportation, over regular and irregular routes, of commodities of a general commodity nature, including household goods, between points in Kentucky, New York, Ohio, Pennsylvania, and West Virginia. Harold G. Hernly, 711 14th Street NW., Washington, D.C., 20005, attorney for applicants.

No. MC-FC-68211. By order of October 13, 1965, Transfer Board approved the transfer to M & R Trucking, Inc., Lansing, Ill., of the operating rights in Certificate No. MC-3526, issued March 21, 1950 to Anno Miedema and Martin Ridder, a partnership, doing business as M & R Trucking, Lansing, Ill., authorizing the transportation, of: Building and construction materials, excavating and construction machinery, agricultural limestone, soil, and coal, over irregular routes, between points and places in Lake and Porter Counties, Ind., on the one hand, and, on the other, points and places in that part of Cook and Will Counties, Ill., on and east of U.S. Highway 45, and those in the Chicago, Ill., commercial zone, as defined by the Commission in 1 M.C.C. 673. W. L. Jordan, 201 Merchants Savings Building, Terre Haute, Ind., 47801, practitioner for applicants.

No. MC-FC-68234. By order of October 18, 1965, Transfer Board approved the transfer to Refrigerated Service, Inc., Richmond, Va., of the operating rights in Permits, Nos. MC-115887, MC-115887 (Sub-No. 3), and MC-115887 (Sub-No. 4), issued August 6, 1962, August 9, 1963, and April 28, 1964, to J. M. Inge Trucking Co., Inc., Richmond, Va., authorizing the transportation for specified shippers identified therein, over irregular routes, of: Fertilizer and fertilizer materials, except in bulk, in tank vehicles, from Norfolk, Va., to points in Monroe, Greenbrier, Pocahontas, Nicholas, Fayette, Raleigh, Summers, Mercer, McDowell, Wyoming, Mingo, Logan, Boone, Kanawha, Clay, Wayne, Lincoln, Mason, Cabell, Putnam, and Jackson Counties, W. Va. Adhesives (except in bulk in tank or hopper type vehicles), from Richmond, Va., to Louisville, Ky.; Meats, meat products, and meat byproducts, and dairy products, as described in sections A and B of appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209, in vehicles equipped with mechanical refrigeration, from Richmond, Va., to Beckley, Charleston, and Huntington, W. Va. Jno. C. Goodin, Insurance Building, 10 South Tenth Street, Richmond 19, Va., attorney for applicants.

[SEAL] H. NEIL GARSON,  
Secretary.

[P.R. Doc. 65-11273; Filed, Oct. 20, 1965;  
8:48 a.m.]



## DEPARTMENT OF THE INTERIOR

## Bureau of Land Management

[Fairbanks 034596]

## ALASKA

## Notice of Termination of Proposed Withdrawal and Reservation of Lands

OCTOBER 13, 1965.

Notice of an application, Serial No. Fairbanks 034596, for withdrawal and reservation of lands was published as Federal Register Document No. 65-6136 on page 7674 of the issue for Saturday, June 12, 1965. The applicant agency has canceled its application insofar as it involved the lands described below. Therefore, pursuant to the regulations contained in 43 CFR Part 2311, such lands will be at 10 a.m. on the date of publication of this notice relieved of the segregative effect of the above mentioned withdrawal application.

The lands involved in this notice of termination are:

## CLEARWATER LAKE, ALASKA

A tract of land situated on the south bank of the Tanana River, approximately 5.8 miles Northeast of Delta Junction, Alaska, in the Fourth State Judicial District, and more specifically described in allquot parts as follows: T. 9 S., R. 11 E., P.M.

Sec. 33,  $W\frac{1}{2}NE\frac{1}{4}NE\frac{1}{4}NE\frac{1}{4}$ ,  $NW\frac{1}{4}NE\frac{1}{4}NE\frac{1}{4}$ ,  $N\frac{1}{2}NW\frac{1}{4}NE\frac{1}{4}$ ,  $NE\frac{1}{4}NE\frac{1}{4}NW\frac{1}{4}$ ,  $E\frac{1}{2}NW\frac{1}{4}NE\frac{1}{4}NW\frac{1}{4}$ .  
Sec. 28,  $W\frac{1}{2}E\frac{1}{2}E\frac{1}{2}SE\frac{1}{4}$  southwest of Tanana River,  $W\frac{1}{2}E\frac{1}{2}SE\frac{1}{4}$  southwest of Tanana River,  $W\frac{1}{2}SE\frac{1}{4}$  southwest of Tanana River,  $E\frac{1}{2}E\frac{1}{2}SW\frac{1}{4}$  southwest of Tanana River,  $E\frac{1}{2}W\frac{1}{2}E\frac{1}{2}SW\frac{1}{4}$ ,  $SE\frac{1}{4}SE\frac{1}{4}NW\frac{1}{4}$  southwest of Tanana River,  $E\frac{1}{2}SW\frac{1}{4}SE\frac{1}{4}NW\frac{1}{4}$  southwest of Tanana River,  $SE\frac{1}{4}NW\frac{1}{4}SE\frac{1}{4}NW\frac{1}{4}$  southwest of Tanana River.

The area described aggregates approximately 240 acres.

BURT SILCOCK,  
State Director.

[F.R. Doc. 65-11295; Filed, Oct. 20, 1965; 8:56 a.m.]

[Idaho 016744]

## IDAHO

## Order Providing for Opening of Public Lands

OCTOBER 15, 1965.

1. In exchange of lands made under the provisions of section 8 of the Act of June 28, 1964 (48 Stat. 1272; 43 U.S.C. 315g) as amended, the following described lands have been conveyed to the United States:

## BOISE MERIDIAN, IDAHO

## PARCEL 1

T. 20 N., R. 23 E.,  
Sec. 21,  $SW\frac{1}{4}NW\frac{1}{4}$ .

## PARCEL 2

T. 19 N., R. 24 E.,  
Sec. 22, lot 2.

## PARCEL 3

T. 8 N., R. 26 E.,  
Sec. 26,  $SW\frac{1}{4}$ .

## PARCEL 4

T. 11 N., R. 29 E.,  
Sec. 5,  $SE\frac{1}{4}NE\frac{1}{4}$ ,  $SW\frac{1}{4}NW\frac{1}{4}$ ,  $W\frac{1}{2}SE\frac{1}{4}$  and  $SE\frac{1}{4}SE\frac{1}{4}$ .  
T. 12 N., R. 29 E.,  
Sec. 30,  $SE\frac{1}{4}SW\frac{1}{4}$ .

## PARCEL 5

T. 1 S., R. 18 E.,  
Sec. 5, lot 3 and  $E\frac{1}{2}SW\frac{1}{4}$ .

## PARCEL 6

T. 14 S., R. 35 E.,  
Sec. 29,  $SW\frac{1}{4}NW\frac{1}{4}$ .

The areas described aggregate 617.22 acres.

2. Parcel 1 is located in Lemhi County approximately 3 air miles south of Baker. The topography ranges from gently sloping to steep and mountainous. Soils are deep sandy loam. Plant cover consists of sagebrush and grass. No potential for agriculture. Cheney Creek in the northwest corner provides livestock water.

3. Parcel 2 is located in Lemhi County about 2.5 miles northeast of Tendoy. Topography ranges from gently undulating to steep. Plant cover consists of sagebrush and associated grasses. No potential for agriculture.

4. Parcel 3 is located in Butte County in the Little Lost River drainage about 18 miles northwest of Howe. The shallow sandy silt loam soil is cut by many drainages. Topography is undulating. Plant cover is a sagebrush-grass type. Utah Power and Light Company has a pole line easement across the land.

5. Parcel 4 is located in Lemhi County near the headwaters of Birch Creek about 32 miles south of Leadore. The land is typical of high mountain valley land in this part of Idaho. The alluvial formation soil supports a plant cover of sagebrush, rabbitbrush and bunchgrasses. U.S. Highway 28 crosses most of the land. No potential for agriculture.

6. Parcel 5 is located in Blaine County about 8 miles southwesterly from Bellevue in the Rock Creek drainage. Topography is undulating. The shallow, gravelly loam soil supports a plant cover of sagebrush and grasses. No agriculture potential.

7. Parcel 6 is located in Oneida County 8 miles west of Malad City. Topography is steep to rolling. The fine silt loam soil comingled with gravel and boulders supports a plant cover of various shrubs, mountain maple and a variety of grasses. No potential for agriculture.

8. Pursuant to the authority delegated to me by Bureau Order No. 701, § 2.5, dated July 23, 1964, of the Associate Director, the lands described in paragraph 1 hereof shall become subject to application, petition and selection generally, but excepting applications under the Small Tract Act, subject to valid existing rights, the provisions of existing withdrawals and the requirements of applicable law, effective 10 a.m. on November 18, 1965. All valid applications received at or prior to this time and date will be considered as simultaneously filed.

9. The lands described in paragraph 1 hereof shall be open to mineral leasing and to location under the United

States mining laws at 10 a.m. on November 18, 1965. Any offers received at or prior to this time and date will be considered as simultaneously filed.

10. Inquiries should be addressed to the Manager, Land Office, Bureau of Land Management, P.O. Box 2237, Boise, Idaho, 83701.

EUGENE E. BABIN,  
Acting Manager, Land Office.

[F.R. Doc. 65-11265; Filed, Oct. 20, 1965; 8:47 a.m.]

[Nevada 064465]

## NEVADA

## Notice of Proposed Withdrawal and Reservation of Lands; Correction

OCTOBER 14, 1965.

Notice of an application Serial Number Nevada 064465 for withdrawal and reservation of lands was published as Federal Register Document No. 64-5790 on page 7519 of the issue for June 11, 1964.

Wherein the notice stated that the lands were desired for development of public recreation areas, it is corrected to state that the applicant desires the land to protect the recreation values.

DONALD I. BAILEY,  
Acting Manager.

[F.R. Doc. 65-11266; Filed, Oct. 20, 1965; 8:47 a.m.]

[Nevada 066269]

## NEVADA

## Notice of Termination of Proposed Withdrawal and Reservation of Lands

OCTOBER 13, 1965.

An application for withdrawal and reservation of lands, serial number, Nevada 066269, was received and noted on the records. Prior to publication in the FEDERAL REGISTER, said application was amended to describe an alternate location and was published as Federal Register Document No. 65-9865 on page 11926 of the issue for September 17, 1965. The applicant has canceled its application in its entirety. Therefore, pursuant to the regulations contained in 43 CFR 2311, the lands will be at 10 a.m. on October 23, 1965, relieved of the segregative effect of the above-mentioned application.

The lands involved in this notice of termination for the unpublished application are:

## MOUNT DIABLO MERIDIAN, NEVADA

T. 20 N., R. 18 E.

Sec. 14, portions of, more particularly described as follows:

Commencing at the common corner of sections 14, 15, 22, 23, T. 20 N., R. 18 E.; thence S. 89°18'35" E., 207.63 feet, to the point of beginning; thence N. 0°41'25" E., 200 feet; thence S. 89°18'35" E., 200 feet; thence S. 0°41'25" W., 200 feet; thence N. 89°18'35" W., 200 feet, to the point of beginning.

The lands involved in this notice of termination for the published application are:



Commencing at the common corner of sections 14, 15, 22, 23, T. 20 N., R. 18 E.; thence N. 09°39'39" E., 1,281.40 feet to the point of beginning; thence N. 05°04'10" E., 200 feet; thence S. 84°55'50" E., 200 feet; thence S. 05°04'10" W., 200 feet; thence N. 84°55'50" W., 200 feet to the point of beginning.

The parcels described above contain approximately 1,836 acres.

DONALD I. BAILEY,  
Acting Manager.

[P.R. Doc. 65-11267; Filed, Oct. 20, 1965;  
8:47 a.m.]

## UTAH

### Order Providing for the Opening of Public Lands

OCTOBER 7, 1965.

1. In exchanges of lands made under the provisions of Sec. 8 of the Act of June 28, 1934 (48 Stat. 1272; 43 U.S.C. 315g), as amended, the following described lands have been conveyed to the United States:

SALT LAKE BASE AND MERIDIAN, UTAH

UTAH 0136575

T. 25 S., R. 19 E.,  
Sec. 2, Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12,  
S $\frac{1}{2}$ NW $\frac{1}{4}$ ;  
Sec. 16, All.

UTAH 0136576

T. 9 N., R. 5 E.,  
Sec. 11, Tract 58 (formerly described as  
NE $\frac{1}{4}$ NE $\frac{1}{4}$ ).

UTAH 0145619

T. 10 N., R. 14 W.,  
Sec. 2, Lots 1, 2, 3, 4, S $\frac{1}{2}$ N $\frac{1}{2}$ , S $\frac{1}{2}$  (All).  
T. 11 N., R. 13 W.,  
Sec. 36, All.  
T. 11 N., R. 14 W.,  
Sec. 36, All.

UTAH 0136577

T. 11 N., R. 18 W.,  
Sec. 13, All;  
Sec. 23, E $\frac{1}{2}$ W $\frac{1}{2}$ .

UTAH 089114

T. 11 N., R. 17 W.,  
Sec. 1, All.  
T. 12 N., R. 17 W.,  
Sec. 31, Lots 6, 7, N $\frac{1}{2}$ SE $\frac{1}{4}$ .

UTAH 090323

T. 6 S., R. 6 W.,  
Sec. 14, SE $\frac{1}{4}$ SW $\frac{1}{4}$ ;  
Sec. 23, NW $\frac{1}{4}$ .

UTAH 086646

T. 9 S., R. 9 W.,  
Sec. 32, NW $\frac{1}{4}$ , W $\frac{1}{2}$ NE $\frac{1}{4}$ .

UTAH 094776

T. 25 S., R. 11 W.,  
Sec. 12, All;  
Sec. 14, All;  
Sec. 29, All;  
Sec. 33, All.

The above listed tracts aggregate 7,730.61 acres more or less.

2. The conveyances to the United States included the mineral estate as well as the surface in the following-described lands:

SALT LAKE BASE AND MERIDIAN, UTAH

T. 11 N., R. 18 W.,  
Sec. 13, All;  
Sec. 23, E $\frac{1}{2}$ W $\frac{1}{2}$ .

1. 11 N., R. 17 W.,  
Sec. 1, All.  
T. 12 N., R. 17 W.,  
Sec. 31, Lots 6, 7, N $\frac{1}{2}$ SE $\frac{1}{4}$ .  
T. 6 S., R. 6 W.,  
Sec. 14, SE $\frac{1}{4}$ SW $\frac{1}{4}$ ;  
Sec. 23, NW $\frac{1}{4}$ .

3. The lands in T. 25 S., R. 19 E., are located in Bartlett Flat about 10 miles west of U.S. Highway 160 and 20 miles northwest of Moab, Utah. Topography ranges from a nearly vertical rim with no soil to flat rolling land with moderately deep sandy soils. The vegetative cover is sagebrush associated with Indian rice grass, bitter brush and miscellaneous weeds, grasses and shrubs. These lands have a fair value for grazing livestock but are not suited for agriculture or intensive uses.

4. The land in T. 9 N., R. 5 E., is located about 9 miles west of Woodruff, Utah. Topography is of the foothill type with moderately steep drainages and ridges. This land has been used in the past for grazing livestock and as winter range for deer but it has no potential for reseeding or other improvements. It is suited for grazing.

5. The lands in T. 10 N., R. 14 W., and T. 11 N., R. 13 and 14 W., are located some 13 miles south of Park Valley, Utah. They consist of rolling hills and some plateau areas. The soil is a deep clay loam, supporting a mixture of desert shrubs with a scanty understory of native grasses. Principal use is for grazing of domestic livestock with little potential for improvement of carrying capacity other than through management.

6. The lands in T. 11 N., R. 18 W., are located about 2 miles southeast of Grouse Creek, Utah. They are moderately rolling in topography with shallow rocky soils. Vegetative cover consists of sagebrush associated with cheat grass and some other native grasses and weeds. Past, present, and highest foreseeable future use is for grazing livestock. The grazing capacity might be improved by reseeding perennial grasses.

7. The lands in Tps. 11 and 12 N., R. 17 W., are located about 8 miles east of Grouse Creek, Utah, in the Grouse Creek Mountains. The topography is moderately steep with shallow rocky soils. Vegetative cover is of the mountain browse type, including oak brush, grasses, and weeds. The principal use of these lands is for grazing livestock.

8. The lands in T. 6 S., R. 6 W., are located about 5 miles southwest of Clover, Utah, in Rush Valley. The topography is gently undulating and the soils are a deep sandy loam. Vegetative cover is of the sagebrush type, associated with cheat grass and annual weeds. The principal present and future use is for grazing livestock. The carrying capacity might be improved by seeding perennial grasses.

9. The lands in T. 9 S., R. 9 W., are located about 12 miles southeast of Dugway and 25 miles west of Vernon, Utah. The topography is nearly level and the soils deep, very alkaline clay loam, not capable of sustained cultivation. Vegetative cover is of the saltbrush type with a very sparse understory of cheat grass

and annual weeds. Its use is for grazing, now and in the foreseeable future.

10. The lands in T. 25 S., R. 11 W., are located near Black Rock, about 15 miles north of Milford, Utah. The topography is gently undulating. Vegetative cover includes shadscale, associated with winter fat and black sage, suited for winter sheep grazing which is the principal anticipated use in the foreseeable future.

11. No application for these restored lands will be allowed under any of the nonmineral public land laws, unless the lands have already been classified as valuable or suitable for such application, or shall be so classified upon consideration of a petition-application. Any petition-application that is filed will be considered on its merits.

12. Pursuant to the authority delegated to me by Order No. 701, § 1.5(c), of the Director of the Bureau of Land Management, dated July 23, 1964, the lands described in paragraph 1, subject to valid existing rights, and the requirements of applicable law, are hereby opened to the filing of petition-application, selection, and location generally, but excepting applications under the Small Tract Act, subject to valid existing rights, the provisions of existing withdrawals and the requirements of applicable law, effective 10 a.m., November 8, 1965. All valid applications received at or prior to that time will be considered as simultaneously filed at that time.

13. The lands listed in paragraph 2 will be open to location under the United States mining laws, beginning at 10 a.m., on November 8, 1965.

14. Inquiries should be addressed to the Manager, Land Office, Bureau of Land Management, 125 South State Street, Salt Lake City, Utah, 84111.

R. D. NIELSON,  
State Director.

[P.R. Doc. 65-11268; Filed, Oct. 20, 1965;  
8:47 a.m.]

[Utah 0118448]

## UTAH

### Order Providing for the Opening of Public Lands

OCTOBER 7, 1965.

1. By Public Land Order No. 1819, dated March 19, 1959, Executive Order No. 8652 of January 28, 1941, which reserved lands for use of the War Department as an aerial bombing and gunnery range, was revoked as to the following-described lands:

SALT LAKE MERIDIAN, UTAH

T. 1 N., R. 14 $\frac{1}{2}$  W.,  
Partially surveyed, entire township.

The area described aggregates 2,330 acres, more or less.

2. These lands are located 29 miles east of Wendover, Utah, and 3 to 9 miles north of U.S. Highway 40, on mud-salt flats of Great Salt Lake. They have no vegetative cover and no known utility value except for possible recovery of salt. They are not suited for farming or grazing.



3. No application for these restored lands will be allowed under the nonmineral public land laws, unless the lands have already been classified as valuable or suitable for such type of application, or shall be so classified upon consideration of a petition-application. Any petition-application that is filed will be considered on its merits.

4. Pursuant to the authority delegated to me by Order No. 701, § 1.5(c), of the Director of the Bureau of Land Management, dated July 23, 1964, the lands listed in paragraph 1, with the exception of section 36, title to which has vested in the State of Utah, are opened to filing of application, petition, selection and location generally, but excepting applications under the Small Tract Act, subject to valid existing rights, and the requirements of applicable law, effective 10 a.m., on November 8, 1965. They will also be open to application and location under the United States mining and mineral leasing laws beginning 10:00 a.m., November 8, 1965. All valid applications received at or prior to that time will be considered as simultaneously filed at that time.

5. Inquiries should be addressed to the Manager, Land Office, Bureau of Land Management, 125 South State Street, Salt Lake City, Utah, 84111.

R. D. NIELSON,  
State Director.

[F.R. Doc. 65-11269; Filed, Oct. 20, 1965;  
8:47 a.m.]

## UTAH

### Order Providing for the Opening of Public Lands

OCTOBER 7, 1965.

1. In exchanges of lands made under the provisions of section 8 of the Act of June 28, 1934 (48 Stat. 1272; 43 U.S.C. 315g), as amended, the following-described lands have been conveyed to the United States:

SALT LAKE MERIDIAN, UTAH  
UTAH 0144876

T. 7 S., R. 5 W.,  
Sec. 32,  $W\frac{1}{2}NW\frac{1}{4}$ .  
T. 8 S., R. 5 W.,  
Sec. 6, lots 3, and 6.  
T. 8 S., R. 6 W.,  
Sec. 1,  $SE\frac{1}{4}$ .

UTAH 0144877

T. 6 S., R. 5 W.,  
Sec. 8,  $S\frac{1}{2}S\frac{1}{2}$ .  
Sec. 16,  $S\frac{1}{2}$ .  
Sec. 18,  $S\frac{1}{2}SE\frac{1}{4}$ .

The areas described aggregate 881.12 acres of public land.

2. The above-described conveyances to the United States did not include the mineral estate.

3. The lands in Ts. 7 and 8 S., R. 5 W., and T. 8 S., R. 6 W., are located 3 to 4 miles west of the junction of Utah State Highway 36 and Lookout Pass Road. The topography is moderately steep to rolling and the soils are generally shallow and rocky with some moderately deep clay loam. Vegetative cover is of the shade

scale type, associated with greasewood, rabbit brush, cheat grass, and a variety of annual weeds, grasses and shrubs.

4. The lands in T. 6 S., R. 5 W., are located about 5 miles south of Clover, Utah. The topography is gently undulating and the soil a deep clay loam. Vegetative cover includes sagebrush with greasewood patches, saltbrush, cheat grass, squirrel tail and a variety of weed annuals. The climate is too arid for cultivation without artificial irrigation for which there is no known supply of water.

5. No application for these restored lands will be allowed under the nonmineral public land laws, unless the lands have already been classified as valuable or suitable for such type of application, or shall be so classified upon consideration of a petition-application. Any petition-application that is filed will be considered on its merits.

6. Pursuant to the authority delegated to me by Order No. 701, § 1.5(c), of the Director of the Bureau of Land Management dated July 23, 1964, the lands described in paragraph 1, are hereby opened to filing of application, petition, and selection generally, but excepting applications under the Small Tract Act, subject to valid existing rights, the provisions of existing withdrawals, and the requirements of applicable law, beginning at 10 a.m., on November 1, 1965.

7. Inquiries concerning the restored lands shall be addressed to the Manager, Land Office, Bureau of Land Management, 125 South State Street, P.O. Box 11505, Salt Lake City, Utah, 84111.

R. D. NIELSON,  
State Director.

[F.R. Doc. 65-11270; Filed, Oct. 20, 1965;  
8:47 a.m.]

[Utah 0146037]

## UTAH

### Notice of Proposed Withdrawal and Reservation of Lands

OCTOBER 7, 1965.

The Forest Service, U.S. Department of Agriculture, has filed the above application for the withdrawal of locatable minerals in the lands described below, from location, entry and patent under the general mining laws subject to existing valid claims.

The applicant desires the withdrawal to fully protect the watershed treatment planned on these lands.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, P.O. Box 11505, Salt Lake City, Utah, 84111.

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

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

SALT LAKE MERIDIAN, UTAH

UINTA NATIONAL FOREST

North Fork of American Fork Canyon  
Watershed

T. 3 S., R. 3 E.,  
Sec. 8, Portions of lots 12, 13, 14 lying in Utah County;  
Sec. 10, lots 4 and 7 to 10, incl;  
Sec. 14, lots 3, 6, 7, 8,  $SE\frac{1}{4}SW\frac{1}{4}$ ,  $W\frac{1}{2}SW\frac{1}{4}SE\frac{1}{4}$ .  
Sec. 15, lots 1 to 12, incl, lots 14 and 15,  $W\frac{1}{2}NE\frac{1}{4}$ ,  $NE\frac{1}{4}NW\frac{1}{4}$ .  
Sec. 16, lots 1 to 12, incl;  
Sec. 17, lots 1 to 17, incl;  
Sec. 18, All National Forest land in  $E\frac{1}{2}$  lying in Utah County;  
Sec. 19, lots 1 to 10, incl,  $E\frac{1}{2}NW\frac{1}{4}$ ,  $E\frac{1}{2}SW\frac{1}{4}$ .  
Sec. 20, lots 1 to 8, incl;  
Sec. 21, lots 1 to 14, incl;  
Sec. 22, lots 2 to 12, incl,  $SE\frac{1}{4}SE\frac{1}{4}$ ,  $NE\frac{1}{4}NW\frac{1}{4}$ .  
Sec. 23,  $W\frac{1}{2}NE\frac{1}{4}$ ,  $W\frac{1}{2}E\frac{1}{2}NE\frac{1}{4}$ ,  $E\frac{1}{2}NW\frac{1}{4}$ , lots 1, 2,  $SW\frac{1}{4}SE\frac{1}{4}$ .  
Sec. 25,  $N\frac{1}{2}SW\frac{1}{4}$ .  
Sec. 27, lots 1 to 8, incl,  $SE\frac{1}{4}NE\frac{1}{4}$ .  
Sec. 28, lots 1 to 4, 6, 7, 10 to 15, incl,  $SE\frac{1}{4}SE\frac{1}{4}$ .  
Sec. 29, lots 1 to 3, 5 to 11, incl,  $E\frac{1}{2}SW\frac{1}{4}$ ,  $W\frac{1}{2}SE\frac{1}{4}$ ,  $SW\frac{1}{4}NE\frac{1}{4}$ ,  $NE\frac{1}{4}NE\frac{1}{4}$ .  
Sec. 30, lots 1 to 5, 8 to 15, incl,  $SE\frac{1}{4}SE\frac{1}{4}$ ,  $E\frac{1}{2}NW\frac{1}{4}$ .  
Sec. 31, lots 1 to 4, incl,  $NE\frac{1}{4}NW\frac{1}{4}$ ,  $W\frac{1}{2}NE\frac{1}{4}$ ,  $SE\frac{1}{4}NW\frac{1}{4}$ ,  $E\frac{1}{2}SW\frac{1}{4}$ .  
Sec. 34,  $E\frac{1}{2}SE\frac{1}{4}$ .  
T. 4 S., R. 2 E.,  
Sec. 1, lots 1 and 8.  
T. 4 S., R. 3 E.,  
Sec. 6, lots 3, 4, 5,  $SE\frac{1}{4}NW\frac{1}{4}$ .

The areas described aggregate 4,243.29 acres more or less.

R. D. NIELSON,  
State Director.

[F.R. Doc. 65-11271; Filed, Oct. 20, 1965;  
8:47 a.m.]

[Utah 0146858]

## UTAH

### Notice of Proposed Withdrawal and Reservation of Lands

OCTOBER 7, 1965.

The Bureau of Reclamation, U.S. Department of the Interior, has filed an application, Utah 0146858, for the withdrawal of the lands described below, from all forms of appropriation, including the mining laws and mineral leasing laws, except for oil and gas. The purpose of the withdrawal is to permit utilization of these lands for the construction, management, and operation of the proposed Lake Fork Dam and Reservoir Site.

The lands described are all public lands withdrawn for the Ashley National Forest.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, P.O. Box 11505, Salt Lake City, Utah, 84111.

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



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

The lands involved in the application are:

#### UTAH SPECIAL MERIDIAN, UTAH

T. 2 N., R. 5 W.,  
 Sec. 27, S $\frac{1}{2}$ SW $\frac{1}{4}$ , W $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ , SE $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
 Sec. 28, SW $\frac{1}{4}$ , S $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ , NW $\frac{1}{4}$ SE $\frac{1}{4}$ , S $\frac{1}{2}$ SE $\frac{1}{4}$ ;  
 Sec. 29, E $\frac{1}{2}$ E $\frac{1}{2}$ SE $\frac{1}{4}$ ;  
 Sec. 33, NE $\frac{1}{4}$  lot 1 (NE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ ), NE $\frac{1}{4}$ E $\frac{1}{2}$ NW $\frac{1}{4}$ , E $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ , NW $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ , NE $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ , NE $\frac{1}{4}$ SE $\frac{1}{4}$ , N $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ , SE $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
 Sec. 34, lots 1 to 4, incl. (S $\frac{1}{2}$ S $\frac{1}{2}$ ), N $\frac{1}{2}$ N $\frac{1}{2}$ N $\frac{1}{2}$ , S $\frac{1}{2}$ N $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ , S $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ , S $\frac{1}{2}$ S $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ , S $\frac{1}{2}$ NW $\frac{1}{4}$ , N $\frac{1}{2}$ SW $\frac{1}{4}$ , NW $\frac{1}{4}$ SE $\frac{1}{4}$ , W $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
 Sec. 35, W $\frac{1}{2}$  lot 2 (W $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ ), SW $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ , SW $\frac{1}{4}$ NW $\frac{1}{4}$ , SW $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ , NE $\frac{1}{4}$ SW $\frac{1}{4}$ , NE $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ .

The areas described aggregate 1,471.99 acres.

R. D. NIELSON,  
 State Director.

[P.R. Doc. 65-11272; Filed, Oct. 20, 1965; 8:47 a.m.]

## DEPARTMENT OF STATE

### Agency for International Development

[Delegation of Authority 60; Amdt.]

#### ASSISTANT ADMINISTRATOR FOR AFRICA

##### Delegation of Authority

Pursuant to the authority delegated to me by Delegation of Authority No. 104, as amended, from the Secretary of State, dated November 3, 1961, I hereby amend Delegation of Authority No. 60 from the Administrator of AID, dated April 28, 1965, by authorizing the addition of the following paragraph to Delegation of Authority No. 60:

4. The Assistant Administrator for Africa is authorized to redelegate the above authorities to the principal diplomatic officer, or his designee, in countries within the African Bureau, in which AID has established a delegated post.

This amendment to Delegation of Authority No. 60 shall be effective immediately.

Dated: October 7, 1965.

WILLIAM S. GAUD,  
 Acting Administrator.

[P.R. Doc. 65-11297; Filed, Oct. 20, 1965; 8:45 a.m.]

## DEPARTMENT OF COMMERCE

### Maritime Administration

[Report No. 63]

#### LIST OF FREE WORLD AND POLISH FLAG VESSELS ARRIVING IN CUBA SINCE JANUARY 1, 1963

SECTION 1. The Maritime Administration is making available to the appropriate Departments the following list of

vessels which have arrived in Cuba since January 1, 1963, based on information received through October 11, 1965, exclusive of those vessels that called at Cuba on United States Government-approved noncommercial voyages and those listed in section 2. Pursuant to established United States Government policy, the listed vessels are ineligible to carry United States Government-financed cargoes from the United States.

#### FLAG OF REGISTRY AND NAME OF SHIP

	Gross tonnage
Total, all flags (241 ships).....	1,684,554
British (75 ships).....	558,866
**Agate (trips to Cuba under ex-name Dalren—British flag).	
**Amalia (now Maltese flag).	
**Amazon River (now River—sold to Dutch breakers).....	
Antarctica.....	7,234
Arctic Ocean.....	8,785
Ardenode.....	8,791
Ardgem.....	7,036
Ardmore.....	6,981
Ardpatrick.....	4,664
Ardrowan.....	7,054
Ardsirod.....	7,300
Ardtara.....	7,025
**Arlington Court (now Southgate—British flag).	
Athelcrown (Tanker).....	5,795
Athelduke (Tanker).....	11,149
Athelmere (Tanker).....	9,089
Athelmonarch (Tanker).....	7,524
**Athelsultan (Tanker—broken up).....	
Avisfaith.....	11,182
Baxtergate.....	9,149
Cheung Chau.....	7,868
**Chipbee (sold for scrap).....	
**Cosmo Trader (trips to Cuba under ex-name, Ivy Pair—British flag).	
**Dalren (now Agate—British flag).....	
**East Breeze (now Phoenician Dawn—British flag).....	
Eastfortune.....	4,939
Formentor.....	8,708
**Free Enterprise (now Haitian flag).....	
**Free Merchant (now Cypriot flag).....	
**Garthdale (now Jeb Lee—British flag).....	
Grosvenor Mariner.....	5,237
Hazelmoor.....	7,542
Helka.....	7,026
Hemisphere.....	7,907
Ho Fung.....	2,111
Inchstaffa.....	8,718
**Ivy Pair (now Cosmo Trader—British flag—broken up).....	
**Jeb Lee (trip to Cuba under ex-name, Garthdale—British flag).	
Jollity.....	7,121
Kinross.....	5,255
La Hortensia.....	8,660
Linkmoor.....	5,388
Magister.....	9,486
Nancy Dee.....	8,236
Nebula.....	2,389
**Newdene (now Free Navigator—Cypriot flag).....	
**Newforest (now Haitian flag).....	
Newgate.....	6,597
Newglade.....	8,924
**Newgrove (now Cypriot flag).	
Newheath.....	7,185

\*\*Ships appearing on the list that have been scrapped or have had changes in name, and/or flag of registry.

#### FLAG OF REGISTRY, NAME OF SHIP—Continued

	Gross tonnage
British—Continued	
Newhill.....	7,855
Newlane.....	7,043
**Newmeadow (now Cypriot flag).....	
Newmoat.....	5,694
Newmoor.....	7,151
Nils Amelon.....	7,168
Oceanramp.....	6,281
Oceantravel.....	6,185
Peony.....	10,477
**Phoenician Dawn (trips to Cuba under ex-name, East Breeze—British flag).	
**Redbrook (now E. Evangelia—Greek flag).....	
Ruthy Ann.....	7,358
**St. Antonio (now Maltese flag).	
Sandsend.....	7,351
Santa Granda.....	7,236
Sea Amber.....	7,229
Sea Coral.....	10,421
Sea Empress.....	10,421
Seasage.....	4,330
Shienfoon.....	7,127
**Shun Fung (wrecked).....	
**Soclyve (now Maltese flag).	
**Southgate (previous trips to Cuba under ex-name, Arlington Court—British flag).....	
Stanwear.....	9,662
Suva Breeze.....	8,106
**Swift River (now Kallithea—Cypriot flag).....	
Thames Breeze.....	4,970
**Timios Stavros (now Maltese flag—previous trips to Cuba under Greek flag).	
Venice.....	7,251
Vercharman.....	7,876
Vermont.....	8,611
West Breeze.....	7,265
Yungfutary.....	7,381
Yunglutaton.....	8,718
Zela M.....	5,388
Lebanese (59 ships).....	
Agia Sophia.....	5,414
Aloios II.....	7,237
Als Giannis.....	3,106
Akamas.....	7,256
Al Amin.....	6,997
Alaska.....	7,285
Anthas.....	7,186
Antonis.....	6,889
**Ares (constructive total loss).....	
Areti.....	7,044
Aristefs.....	6,259
Astir.....	4,557
Athamas.....	7,176
**Carnation (sold Spanish breakers).....	
Claire.....	6,995
Cris.....	5,324
Dimos.....	4,729
**E. Myrtidiotissa (trips to Cuba under ex-name, Kalliope D. Lemos—Lebanese flag).	
**Free Trader (now Cypriot flag).	
Giannis.....	4,894
Glorgos Tsakiroglou.....	5,411
Granikos.....	6,052
Ilena.....	7,187
Ioannis Aspiotis.....	5,270
**Kalliope D. Lemos (now E. Myrtidiotissa—Lebanese flag).....	
Katerina.....	7,240
Leftric.....	7,282
Malou.....	5,925
Mantric.....	7,297
Maria Despina.....	5,103
Maria Renee.....	9,337
Marichristina.....	7,176
**Marymark (sold German ship-breakers).....	



## FLAG OF REGISTRY, NAME OF SHIP—Continued

	Gross tonnage
<b>Lebanese—Continued</b>	
Mersinidi	6,782
Mimosa	7,314
Mousse	6,984
Nictric	7,296
Noelle	7,251
Noemi	7,070
Olga	7,199
Panagos	7,133
Parmarina	6,721
**Razani (broken up)	7,253
Reneka	7,250
Rio	7,194
St. Anthony	5,349
St. Nicolas	7,165
San George	7,267
**San John (now Ledra—Cypriot flag)	
San Spyridon	7,260
**Shel Boutros (trips to Cuba under ex-name, Cavtat—Yugoslav flag)	
Steve	7,066
Taxiarhis	7,349
Tertric	7,045
Theodoros Lemos	7,198
Theologos	7,246
Tony	7,176
Toula	4,561
Trojan	7,243
Vassiliki	7,192
Vastric	6,453
Vergolivada	6,339
Yanxilas	10,051
<b>Greek (35 ships)</b>	<b>257,596</b>
Agios Therapon	5,617
Akastos	7,331
Alice	7,189
**Ambassade (sold Hong Kong ship breakers)	8,600
Americana	7,104
Anacreon	7,359
**Anatoli (now Sunrise—Cypriot flag)	7,187
**Andromachi (previous trips to Cuba under ex-name, Penelope—Greek flag)	6,712
**Antonia (now Amfithea—Cypriot flag)	
Apollon	9,744
Athanassios K.	7,216
Barbarino	7,084
Calliope Michalos	7,249
**Embassy (broken up)	8,418
**E. Evangelia (trips to Cuba under ex-name, Redbrook—British flag)	
Flora M.	7,244
**Gloria (now Helen—Greek flag)	
**Helen (previous trips to Cuba under ex-name, Gloria—Greek flag)	7,128
Irena	7,232
Istros II	7,275
Kapetan Kostis	5,032
Kyra Hariklia	6,888
Maria Theresa	7,245
Marigo	7,147
Maroudio	7,369
**Mastro-Stelios II (now Wendy H.—South African flag)	7,282
**Nicolao F. (previous trip to Cuba under ex-name, Nicolao Frangistas—Greek flag)	7,199
**Nicolao Frangistas (now Nicolao F.—Greek flag)	
Pamit	3,929
Pantanassa	7,131
Paxoi	7,144

\*\*Ships appearing on the list that have been scrapped or have had changes in name, and/or flag of registry.

## FLAG OF REGISTRY, NAME OF SHIP—Continued

	Gross tonnage
<b>Greek—Continued</b>	
**Penelope (now Andromachi—Greek flag)	
**Plate Trader (trip to Cuba under ex-name, Stylianos N. Viassopoulos—Greek flag)	
**Presvia (broken up)	10,820
Redestos	5,911
Roula Maria (Tanker)	10,608
**Seirios (broken up)	7,239
Sophia	7,030
**Stylianos N. Viassopoulos (now Plate Trader—Greek flag)	7,303
**Timios Stavros (formerly British flag—now Maltese flag)	
Tina	7,362
Western Trader	9,268
<b>Polish (16 ships)</b>	<b>112,779</b>
Baltyk	6,963
Bialystok	7,173
Bytom	5,967
Chopin	6,987
Chorzow	7,237
Huta Florian	7,258
Huta Labedy	7,221
Huta Ostrowiec	7,175
Huta Zgoda	6,840
Kopalnia Bohrek	7,221
Kopalnia Czeladz	7,252
Kopalnia Miechowice	7,223
Kopalnia Siemianowice	7,165
Kopalnia Wujek	7,033
Piast	3,184
Transportowlec	10,880
<b>Italian (14 ships)</b>	<b>111,681</b>
Achille	6,950
Agostino Bertani	8,380
**Andrea Costa (Tanker—broken up)	10,440
Aspromonte	7,154
Caprera	7,189
Giuseppe Giuletta (Tanker)	17,519
Mariassusanna	2,479
Montiron	1,595
Nazareno	7,173
Nino Bixio	8,427
San Francesco	9,284
San Nicola (Tanker)	12,461
Santa Lucia	9,278
**Somalia (now Chenchang—Nationalist Chinese flag)	3,352
<b>Yugoslav (9 ships)</b>	<b>60,800</b>
Bar	7,233
**Cavtat (now Shel Boutros—Lebanese flag)	7,266
Cetinje	7,200
Dugi Otok	6,997
Kolashin	7,217
Mojkovac	7,125
*Plod	3,657
Promina	6,960
**Trebianjica (wrecked)	7,145
<b>French (7 ships)</b>	<b>26,817</b>
Arsinoe (Tanker—sunk)	10,426
Circe	2,874
Enee	1,232
Foulaya	3,739
Mungo	4,820
Nelee	2,874
Neve	852
<b>Cypriot (6 ships)</b>	<b>39,008</b>
Adelphos Petrakis	7,170
**Amfithea (previous trip to Cuba under ex-name, Antonia—Greek flag)	5,171
Artemida	7,247

\*Added to Rept. No. 62, appearing in the FEDERAL REGISTER issue of Oct. 6, 1965.

## FLAG OF REGISTRY, NAME OF SHIP—Continued

	Gross tonnage
<b>Cypriot—Continued</b>	
**Free Merchant (trips to Cuba under British flag)	
**Free Navigator (previous trips to Cuba under ex-name, Newdene—British flag)	7,181
**Free Trader (previous trips to Cuba under Lebanese flag)	7,067
**Kallithea (trips to Cuba under ex-name, Swift River—British flag)	
**Ledra (previous trips to Cuba under ex-name, San John—Lebanese flag)	5,172
**Newgrove (trips to Cuba under British and Haitian flags)	
**Newmeadow (trips to Cuba under British flag)	
**Sunrise (trip to Cuba under ex-name, Anatoli—Greek flag)	
<b>Moroccan (5 ships)</b>	<b>35,828</b>
Atlas	10,392
Banora	3,082
Marrakech	3,214
Mauritanie	10,392
Toubkal	8,748
<b>Maltese (5 ships)</b>	<b>33,788</b>
**Amalia (previous trips to Cuba under British flag)	7,304
Ispahan	7,156
**St. Antonio (previous trip to Cuba under British flag)	6,704
**Soclyve (previous trips to Cuba under British flag)	7,291
**Timios Stavros (previous trips to Cuba under British flag and Greek flag)	5,333
<b>Finnish (3 ships)</b>	<b>21,170</b>
Augusta Paulin	7,096
**Hermia (trip to Cuba under ex-name, Amfred—Swedish flag)	7,251
Margrethe Paulin	6,823
Ragni Paulin	
<b>Netherlands (2 ships)</b>	<b>999</b>
Meike	500
Tempo	499
<b>Norwegian (2 ships)</b>	<b>11,894</b>
Ole Bratt	7,144
**Tine (now Jezreel—Panamanian flag—wrecked)	4,750
<b>Swedish (2 ships)</b>	<b>9,318</b>
**Amfred (now Hermia—Finnish flag)	2,828
**Dagmar (now Ricardo—Panamanian flag)	6,490
<b>Haitian (1 ship):</b>	
**Free Enterprise (trips to Cuba under British flag)	
**Newforest (trips to Cuba under British flag)	
**Newgrove (now Cypriot flag)	7,172
<b>Nationalist Chinese:</b>	
**Chen Chang (trip to Cuba under ex-name, Somalia—Italian flag)	
<b>Panamanian:</b>	
**Jezreel (trip to Cuba under ex-name, Tine—Norwegian flag—wrecked)	
**Ricardo (trips to Cuba under ex-name, Dagmar—Swedish flag)	
<b>South African:</b>	
**Wendy H. (trip to Cuba under ex-name, Mastro-Stelios II—Greek flag)	



Sec. 2. In accordance with approved procedures, the vessels listed below which called at Cuba after January 1, 1963, have reacquired eligibility to carry United States Government-financed cargoes from the United States by virtue of the persons who control the vessels having given satisfactory certification and assurance:

(a) That such vessels will not, thenceforth, be employed in the Cuba trade so long as it remains the policy of the United States Government to discourage such trade; and

(b) That no other vessels under their control will thenceforth be employed in the Cuba trade, except as provided in paragraph (c) and

(c) That vessels under their control which are covered by contractual obligations, including charters, entered into prior to December 16, 1963, requiring their employment in the Cuba trade shall be withdrawn from such trade at the earliest opportunity consistent with such contractual obligations.

# FLAG OF REGISTRY AND NAME OF SHIP

a. Since last report: None.

b. Previous reports:

Flag of registry (total)	Number of ships
British	37
Danish	1
Finnish	2
French	1
German (West)	1
Greek	25
Israeli	1
Italian	5
Japanese	1
Kuwaiti	1
Lebanese	1
Norwegian	4
Spanish	6
Swedish	1

Sec. 3. The ships listed in sections 1 and 2 have made the following number of trips to Cuba since January 1, 1963, based on information received through October 11, 1965:

Flag of registry	Number of trips											Total
	1963	1964	1965									
			Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	
British	133	150	9	7	14	10	13	11	11	11	7	406
Lebanese	64	91	8	2	4	6	2	9	8	2	2	198
Greek	99	27	2		1	2	4	2	3	2		142
Italian	16	20	3	2	3	2	1	3	2	2	2	56
Yugoslav	12	11			4		1		2	2	2	34
Spanish	8	17										25
Norwegian	14	10										24
Moroccan	9	13									1	23
French	8	9					1	2		2		22
Cypriot		1				1	1		1	1	2	7
Finnish	1	4				1	1					7
Maltese		2	1			1		1		1		6
Netherlands		4					1		1			6
Swedish	3	3										6
Kuwaiti		2					1					3
Israeli			1	1								2
Danish	1											1
German (West)	1							1				1
Haitian												1
Japanese	1											1
Subtotal	370	394	34	12	26	23	27	28	28	28	16	971
Polish	18	16	2	1	1	1	1		1	1	1	43
Grand total	388	410	36	13	27	24	28	28	29	29	17	1,014

NOTE: Trip totals in this section exceed ship totals in sections 1 and 2 because some of the ships made more than one trip to Cuba. Monthly totals subject to revision as additional data become available.

By order of the Deputy Maritime Administrator.

Dated: October 14, 1965.

JAMES S. DAWSON, Jr.,  
Secretary.

[P.R. Doc. 65-11321; Filed, Oct. 20, 1965;  
8:50 a.m.]

## CIVIL AERONAUTICS BOARD

[Docket No. 16574; Order E-22773]

### DOMESTIC TRUNKLINE CARRIERS AND LOCAL SERVICE CARRIERS

#### Jet and Propeller Increases; Order of Investigation and Suspension

Adopted by the Civil Aeronautics Board at its office in Washington, D.C. on the 15th day of October 1965.

On September 20, 1965, various trunkline and local service carriers filed tariff revisions<sup>1</sup> marked to become effective October 20, 1965, proposing to (1) establish three new joint jet first-class fares, (2) increase the joint jet first-class fare between Detroit and New Orleans, (3) reduce the joint jet coach fare between Syracuse and Los Angeles or San Francisco, and (4) increase, decrease, and adjust numerous joint propeller first-class fares.

In justification of the proposals, the carriers indicate that new joint fares and routings are necessary to provide additional passenger routing options or to meet competitive fares; that certain joint fares are to be canceled where

service is no longer provided; and that increases and reductions in certain joint fares are necessary to reflect changes in local fares or to meet competitive fares.

No complaints have been filed against the proposed tariff revisions.

We believe the proposed joint fare decreases, new joint fares, and other fare adjustments, involving new routing options, deletions, or fare cancellations, should be permitted to become effective since they do not appear unreasonable. However, the fare increases proposed in sixteen markets have not been supported by adequate economic justification. In view of the industry's present earning trend and the Board's action regarding other tariffs involving fare increases,<sup>2</sup> the proposals to increase joint fares do not appear to be appropriate at this time. Accordingly, the Board finds that the proposed joint fare increases appear unwarranted and should be suspended. Upon consideration of all relevant facts, the Board finds that the proposed increased joint fares set forth in the attachment may be unjust or unreasonable, unjustly discriminatory, unduly preferential, or unduly prejudicial, and should be investigated; and that the proposed joint fare decreases, the new proposed joint fares, and the proposed joint fare adjustments involving routing options and cancellations should be permitted to become effective.

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

#### It is ordered That:

1. An investigation is instituted to determine whether the fares and provisions described in Appendix A attached hereto,<sup>3</sup> and rules, regulations, or practices affecting such fares and provisions, are or will be unjust or unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, and if found to be unlawful, to determine and prescribe the lawful fares and provisions, and rules, regulations, and practices affecting such fares and provisions;

2. Pending hearing and decision by the Board, the fares and provisions described in Appendix A hereto are suspended and their use deferred to and including January 17, 1966, unless otherwise ordered by the Board, and that no changes be made therein during the period of suspension except by order or special permission of the Board;

3. This investigation be assigned for hearing before an examiner of the Board at a time and place hereafter to be designated; and

4. A copy of this order be filed with the tariff and shall be served upon all domestic trunkline carriers and local service carriers which are made a party to the investigation.

<sup>1</sup> Order E-22483; Order E-22587.

<sup>2</sup> Appendix filed as part of original document.

<sup>3</sup> Revisions to Airline Tariff Publishers, Inc., Agent, C.A.B. No. 44.



This order will be published in the  
FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,  
Secretary.

[F.R. Doc. 65-11277; Filed, Oct. 20, 1965;  
8:48 a.m.]

## FEDERAL POWER COMMISSION

[Docket No. RI66-104, etc.]

GRAHAM-MICHAELIS DRILLING CO.  
ET AL.

### Order Providing for Hearing on and Suspension of Proposed Changes in Rates, and Allowing Rate Changes To Become Effective Sub- ject to Refund<sup>1</sup>

OCTOBER 13, 1965.

The Respondents named herein have  
filed proposed changes in rates and  
charges of currently effective rate sched-  
ules for sales of natural gas under Com-  
mission jurisdiction, as set forth in  
Appendix A herewith.

The proposed changed rates and  
charges may be unjust, unreasonable,

unduly discriminatory, or preferential,  
or otherwise unlawful.

The Commission finds: It is in the  
public interest and consistent with the  
Natural Gas Act that the Commission  
enter upon hearings regarding the law-  
fulness of the proposed changes, and  
that the supplements herein be sus-  
pended and their use be deferred as  
ordered below.

The Commission orders: (A) Under  
the Natural Gas Act, particularly sec-  
tions 4 and 15, the regulations pertain-  
ing thereto (18 CFR Ch. I), and the  
Commission's rules of practice and pro-  
cedure, public hearings shall be held  
concerning the lawfulness of the pro-  
posed changes.

(B) Pending hearings and decisions  
thereon, the rate supplements herein are  
suspended and their use deferred until  
date shown in the "Date Suspended  
Until" column, and thereafter until  
made effective as prescribed by the Nat-  
ural Gas Act: *Provided, however*, That  
the supplements to the rate schedules  
filed by Respondents, as set forth here-  
in, shall become effective subject to re-  
fund on the date and in the manner  
herein prescribed if within 20 days from  
the date of the issuance of this order  
Respondents shall each execute and file

under its above-designated docket num-  
ber with the Secretary of the Commis-  
sion its agreement and undertaking to  
comply with the refunding and report-  
ing procedure required by the Natural  
Gas Act and § 154.102 of the regulations  
thereunder, accompanied by a certificate  
showing service of copies thereof upon  
all purchasers under the rate schedule  
involved. Unless Respondents are ad-  
vised to the contrary within 15 days after  
the filing of their respective agreements  
and undertakings, such agreements and  
undertakings shall be deemed to have  
been accepted.

(C) Until otherwise ordered by the  
Commission, neither the suspended sup-  
plements, nor the rate schedules sought  
to be altered, shall be changed until  
disposition of these proceedings or ex-  
piration of the suspension period.

(D) Notices of intervention or peti-  
tions 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 December 1,  
1965.

By the Commission.

[SEAL] J. H. GUTRIDE,  
Secretary.

#### APPENDIX A

Docket No.	Respondent	Rate sched- ule No.	Sup- ple- ment No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effec- tive date unless sus- pended	Date sus- pended until—	Cents per Mcf		Rate in effect subject to refund in docket Nos.
									Rate in effect	Proposed increased rate	
RI66-104...	Graham-Michaelis Drilling Co. (Op- erator), et al., 211 North Broadway, Wichita, Kans. Graham-Michaelis Drilling Co. (Op- erator), et al. do.	21	2	Phillips Petroleum Co., <sup>2</sup> (Texas Hugoton Field, Sherman County, Tex.) (R.R. District No. 10).	\$352	9-16-65	10-17-65	10-18-65	78.0	1179.0	
		24	1	do.	2,251	9-16-65	10-17-65	10-18-65	78.0	1179.0	
		28	3	Phillips Petroleum Co., <sup>2</sup> (Hugo- ton Field, Texas County, Okla. [Panhandle Area] and Sherman County, Tex.) (R.R. District No. 10).	600	9-16-65	10-17-65	10-18-65	78.0	1179.0	
RI66-106...	Shell Oil Co., 50 West 50th St., New York 20, N.Y.	22	6	Phillips Petroleum Co., <sup>2</sup> (Texas Hugoton Field, Sherman County, Tex.) (R.R. District No. 10).	34	9-23-65	11-13-65	11-14-65	10 1/2 6.2817	11 1/2 7.1181	

<sup>1</sup> Phillips resells the gas after processing in its Sherman Gasoline Plant under its  
FPC Gas Rate Schedule No. 4 to Michigan Wisconsin Pipeline Co. The effective  
rate under Phillips' rate schedule is 14.2183 cents per Mcf which is in effect subject  
to refund in Docket No. RI66-349.

<sup>2</sup> The stated effective date is the effective date requested by Respondent.

<sup>3</sup> The suspension period is limited to 1 day.

<sup>4</sup> Periodic rate increase.

<sup>5</sup> Pressure base is 14.55 p.s.i.a.

<sup>6</sup> Subject to a deduction of 0.4466 cent per Mcf for sour gas (gas is sour).

<sup>7</sup> Subject to a deduction of 0.4466 cent per Mcf for sour gas (Respondent's filings  
reflect that gas is sweet).

Graham-Michaelis Drilling Co. (Operator),  
et al., (Graham-Michaelis) and Shell Oil  
Co.'s (Shell) proposed increased rates are for  
wellhead sales of gas to Phillips Petroleum  
Company (Phillips) from the Texas Hugoton  
Field, Sherman County, Tex., and Texas  
County, Okla. (Railroad District No. 10).  
Phillips, the plant operator, gathers and pro-  
cesses the gas in its Sherman Gasoline Plant  
and resells the residue gas after processing to  
Michigan Wisconsin Pipe Line Co. under its  
FPC Gas Rate Schedule No. 4 at a current  
rate of 14.2183 cents per Mcf, which rate is in

effect subject to refund in Docket No. RI66-  
349. Graham-Michaelis and Shell's proposed  
rates are below the area increased rate ceiling  
of 11 cents per Mcf but the sales related  
thereto are considered to be for nonpipeline  
quality gas. We consider the increased rate  
ceiling to be applicable in these cases at the  
point of delivery to the pipeline company.  
Under the circumstances, we believe that  
Graham-Michaelis and Shell's proposed rate  
increases should be suspended for one day  
from the date shown in the "Effective Date"  
column on the attached Appendix "A".

[F.R. Doc. 65-11248; Filed, Oct. 20, 1965;  
8:45 a.m.]

[Docket No. RI66-97 etc.]

SINCLAIR OIL & GAS CO. ET AL.

### Order Accepting Rate Filing, Provid- ing for Hearings on and Suspension of Proposed Changes in Rates<sup>1</sup>

OCTOBER 13, 1965.

The above-named respondents have  
tendered for filing proposed changes in  
presently effective rate schedules for sales  
of natural gas subject to the jurisdiction  
of the Commission. The proposed  
changes, which constitute increased rates  
and charges, are designated as follows:

<sup>1</sup> Does not consolidate for hearing or dis-  
pose of the several matters herein.



Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until	Cents per Mcf		Rate in effect subject to refund in docket No.
									Rate in effect	Proposed increased rate	
R106-97	Sinclair Oil & Gas Co., Post Office Box 821, Tulsa, Okla.	157	7	Northern Natural Gas Co. (Rooston-Madison Field, Beaver County, Okla.) (Panhandle Area).	\$729	9-13-65	<sup>1</sup> 10-14-65	3-14-66	<sup>14</sup> 10.845	<sup>14</sup> 17.008	
R106-98	Secony Mobil Oil Co., Inc. (Operator), et al., Post Office Box 2444, Houston, Tex., 77001.	150	16	Hassie Hunt Trust <sup>1</sup> (Lisbon Field, Claiborne Parish, La.) (North Louisiana).	45	9-13-65	<sup>2</sup> 11-1-65	4-1-66	<sup>16</sup> 16.2814	<sup>16</sup> 16.4860	R106-278
R106-99	Graham-Michaels Drilling Co. (Operator), et al., 1400 Wichita Plaza, Wichita, Kans., 67202.	18	2	Panhandle Eastern Pipe Line Co. (Hugoton Field, Mead County, Kans.).	552	9-16-65	<sup>3</sup> 10-17-65	3-17-66	15.0	<sup>14</sup> 16.0	
R106-100	Benedum-Trees Oil Co. (Operator), et al., 223 4th Ave., Pittsburgh, Pa., 15222.	11	1	Panhandle Eastern Pipe Line Co. (Hugoton Field, Stevens County, Kans.).	4,250	9-17-65	<sup>4</sup> 11-11-65	4-11-66	11.0	<sup>14</sup> 12.0	
R106-101	Caroline Hunt Sands, 1401 Elm St., Dallas, Tex., 75202.	6	1	Panhandle Eastern Pipe Line Co. (Glendon No. 1 Well, Texas County, Okla.) (Panhandle Area).	36	9-17-65	<sup>10</sup> 10-15-65	3-15-66	15.0	<sup>14</sup> 16.0	
R106-102	Texas Gas Production Co., 633 Meadows Bldg., Dallas, Tex., 75206.	6	<sup>11</sup> 3	Mississippi River Fuel Corp. (Caddo Lake Field, Harrison County, Tex.) (R.R. District No. 6).		9-13-65	<sup>10</sup> 10-14-65	(Accepted) 3-14-66	<sup>13</sup> 11.75		
		6	4		2,310	9-13-65	<sup>10</sup> 10-14-65		<sup>13</sup> 11.75	<sup>12</sup> 14.5	
R106-103	Tidewater Oil Co., Post Office Box 1494, Houston, Tex.	32	<sup>12</sup> 12	United Gas Pipe Line Co. (Burnell-North Pettus Field, Bee, Karnes, and Goliad Counties, Tex.) (R.R. District No. 3).	615	9-17-65	<sup>10</sup> 10-15-65	3-15-66	14.0	<sup>14</sup> 15.485	

<sup>1</sup> The stated effective date is the effective date requested by Respondent.

<sup>2</sup> Periodic rate increase.

<sup>3</sup> Pressure base is 14.65 p.s.i.a.

<sup>4</sup> Subject to upward and downward B.T.U. adjustment for gas containing more or less than 1000 B.T.U. per cubic foot.

<sup>5</sup> Includes base rate of 15.0 cents per Mcf before increase and 16.0 cents per Mcf after increase plus upward B.T.U. adjustment for gas containing 1123 B.T.U. per cubic foot.

<sup>6</sup> Hassie Hunt Trust sells the gas under its FPC Gas Rate Schedule No. 4 to Texas Eastern Transmission Corp. at an effective rate of 17.0314 cents per Mcf (including 1.75 cents tax reimbursement) subject to refund in Docket No. R105-205. Buyer has not, as yet, filed its related increase to 17.2360 cents per Mcf, inclusive of tax reimbursement, due Nov. 1, 1965.

<sup>7</sup> Pressure base is 15.025 p.s.i.a.

<sup>8</sup> Includes 1.25 cent per Mcf tax reimbursement. Also includes 1.25 cents handling charge and 0.25 cent compression charge which are deducted by buyer.

<sup>9</sup> The stated effective date is the first day after expiration of the required statutory notice.

<sup>10</sup> Provides for installation of compression facilities by seller and increased rate of 14.25 cents per Mcf.

<sup>11</sup> Includes 0.25 cent per Mcf dehydration charge to buyer.

<sup>12</sup> Renegotiated increase due to expense of seller installing and operating compression facilities.

<sup>13</sup> Redetermined rate increase.

<sup>14</sup> Includes letter agreement dated Aug. 20, 1965, providing for the redetermined rate for the 3 year period commencing Oct. 1, 1965.

Caroline Hunt Sands and Tidewater Oil Company request that their proposed rate increases be permitted to become effective as of October 1, 1965. Texas Gas Production Co. (Texas Gas) requests that its proposed rate increase be allowed to become effective "immediately upon approval by FPC." Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit an earlier effective date for these producers' rate filings and such requests are denied.

Texas Gas has submitted a Letter Agreement dated June 30, 1965, designated as Supplement No. 3 to Texas Gas' FPC Gas Rate Schedule No. 6, which provides for installation of compression facilities by seller and increased rate of 14.25 cents per Mcf. We believe that it would be in the public interest to accept for filing Texas Gas' aforementioned letter agreement to become effective as of October 14, 1965, the date of expiration of the statutory notice, but not the proposed rate contained therein.

All of the proposed increased rates and charges exceed the applicable area price level for increased rates as set forth in the Commission's Statement of General Policy No. 61-1, as amended (18 CFR 2.56).

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

The Commission finds:

(1) Good cause has been shown for accepting for filing Texas Gas' Letter Agreement dated June 30, 1965, designated as Supplement No. 3 to Texas Gas' FPC Gas Rate Schedule No. 6, and for permitting such supplement to become effective as of October 14, 1965, the date of expiration of the statutory notice.

(2) Except for the supplement set forth in (1) above, 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 hearings concerning the lawfulness of the proposed changes, and that the above-designated supplements be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Texas Gas' Letter Agreement, designated as Supplement No. 3 to Texas Gas' FPC Gas Rate Schedule No. 6, is accepted for filing and permitted to become effective as of October 14, 1965.

(B) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), public hearings shall be held upon dates to be fixed by notices from the Secretary concerning the lawfulness of the proposed increased rates and charges contained in the above-designated supplements (except Supplement No. 3 to Texas Gas' FPC Gas Rate Schedule No. 6).

(C) Pending hearings and decisions thereon, the above-designated rate supplements are hereby suspended and the use thereof deferred until the date indicated in the above "Date Suspended Until" column, and thereafter until such

further time as they are made effective in the manner prescribed by the Natural Gas Act.

(D) Neither the supplements hereby suspended, nor the rate schedules sought to be altered thereby, shall be changed until these proceedings have been disposed of or until the periods of suspension have expired, unless otherwise ordered by the Commission.

(E) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37 (f)), on or before December 1, 1965.

By the Commission.

[SEAL]

J. H. GUTHRIE,  
Secretary.

[F.R. Doc. 65-11250; Filed, Oct. 20, 1965; 8:45 a.m.]

[Docket No. CP66-95]

**WIND GAP DIVISION OF BANGOR GAS CO. AND TRANSCONTINENTAL GAS PIPE LINE CORP.**

**Notice of Application**

OCTOBER 13, 1965.

Take notice that on October 6, 1965, The Wind Gap Division of the Bangor Gas Co. (applicant), 55 South Third Street, Oxford, Pa., filed in Docket No. CP66-95 an application pursuant to section 7(a) of the Natural Gas Act for an order of the Commission directing Trans-



continental Gas Pipe Line Corporation (respondent) to establish physical connection of its transportation facilities with the facilities proposed to be constructed by Applicant and to sell and deliver to Applicant volumes of natural gas for local distribution to the public in the Borough of Wind Gap, Northampton County, Pa., all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant proposes to construct and operate 4,200 feet of 4-inch gas line with regulating and metering appurtenances running from a tap on Respondent's Leidy Line at a point where the line crosses State Route 512 in Northampton County, Pa.

Applicant states that it proposes to sell gas to Argyl Manufacturing Co. which has a plant in Wind Gap. Applicant also proposes to construct a distribution system in the Borough to serve natural gas to commercial and residential consumers in that area.

The total estimated volumes of natural gas involved to meet applicant's annual and peak day requirements for the initial 3-year period of proposed operations are stated to be:

	First year	Second year	Third year
Annual (McF)....	118,805	131,715	165,055
Peak day (McF)...	253.9	358.5	582.5

Total estimated cost of the proposed facilities is \$129,535, and will be financed by advances from Penn Fuel Gas, Inc., applicant's parent.

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 November 8, 1965.

J. H. GUTRIE,  
Secretary.

[F.R. Doc. 65-11251; Filed, Oct. 20, 1965; 8:45 a.m.]

## FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 14977, 14978; FCC 65M-1339]

### ABACOA RADIO CORP. (WRAI) AND MID-OCEAN BROADCASTING CORP.

#### Order Regarding Procedural Dates

In re applications of Abacoa Radio Corporation (WRAI), Rio Piedras (San Juan), Puerto Rico, Docket No. 14977, File No. BP-14070; Mid-Ocean Broadcasting Corporation, San Juan, Puerto Rico, Docket No. 14978, File No. BP-14994; for construction permits.

The Hearing Examiner having under consideration a letter, dated October 14, 1965, from counsel for Abacoa Radio Corporation, requesting continuation of certain procedural dates herein;

It appearing, that counsel for all parties have consented to immediate grant of the request and that a grant thereof is appropriate;

It is ordered, This 14th day of October 1965, that the subject letter request is granted, and that procedural dates herein are continued as follows:

	From—	To—
Exchange of exhibits and notification of witnesses.	Oct. 15, 1965	Nov. 22, 1965.
Notification of additional witnesses.	Oct. 27, 1965	Dec. 1, 1965.
Hearing.....	Nov. 8, 1965	Dec. 15, 1965 (10 a.m.).

Released: October 18, 1965.

FEDERAL COMMUNICATIONS  
COMMISSION,  
[SEAL] BEN F. WAPLE,  
Secretary.

[F.R. Doc. 65-11279; Filed, Oct. 20, 1965; 8:48 a.m.]

## FEDERAL HOME LOAN BANK BOARD

[No. 19,405]

### PARTICIPATIONS ON LOANS PURCHASED BY MEMBER BANKS

#### Advances by Federal Home Loan Banks

OCTOBER 13, 1965.

Resolved that the Federal Home Loan Bank Board, upon consideration by it of the advisability of publishing a statement of the policy of the Board concerning advances by the Federal Home Loan Banks to permit members of the Federal Home Bank System to purchase participations or loans secured by real estate located outside a member's normal lending territory, hereby directs the Secretary to the Board to transmit the following statement, approved by the Board, to the Office of the Federal Register for publication.

Statement of policy concerning advances by the Federal home loan banks to permit members to purchase loans and participation interests in loans. Advances for the purchase of participations or whole loans secured by real estate located outside a member's normal lending territory are not to be made to members, except to the extent otherwise permitted by the Board. Such advances are not consistent with the purposes of permitting purchases of loans or participations and ordinarily conflict with the provisions in the Board's general policy statement published in the FEDERAL REGISTER of August 14, 1965 (30 F.R. 10168), that advances shall not be made to permit members to obtain what is primarily a rate differential. A member may be granted advances to a limited extent to purchase participations or whole loans secured by real estate located outside its normal lending territory, provided each of the following conditions are met:

(1) Advances for the purchase of such participations or whole loans can be repaid from the member's resources within 9 months;

(2) The member is not a continuous borrower from the bank;

(3) The volume of expansion advances to the member, including any advances for the purchase of such participations or whole loans, is minimal; and

(4) All expansion advances to the member are subject to repayment in 2 years or less.

Moreover, additional advances to the member or renewal of advances for purposes other than withdrawals will not be made during the period such advances are outstanding.

By the Federal Home Loan Bank Board,

[SEAL] HARRY W. CAULSEN,  
Secretary.

[F.R. Doc. 65-11283; Filed, Oct. 20, 1965; 8:48 a.m.]

## FOREIGN-TRADE ZONES BOARD

[Order 67]

### REDUCTION AND MODIFICATION OF AREA OF FOREIGN-TRADE ZONE NO. 2; NEW ORLEANS, LA.

Pursuant to the authority granted in the Foreign-Trade Zones Act of June 18, 1934, as amended (48 Stat. 998-1003; 19 U.S.C. 81a-81u), the Foreign-Trade Zones Board has adopted the following order, which is promulgated for the information and guidance of all concerned:

Whereas, the Board of Commissioners of the Port of New Orleans, as Grantee of Foreign-Trade Zone No. 2, filed an application dated July 2, 1965, for permission to reduce and modify the boundaries of the zone by withdrawing 92,782.80 square feet of covered space, and 1.56 acres of uncovered space.

Whereas, the Grantee also requests permission to revise the line of the western portion of the south fence boundary, and the southern portion of the west fence boundary by moving the fence to conform with the above reductions.

Whereas, the reduction and modification of the zone area is to conform to certain structural changes, modifications, and improvements to facilities adjacent to, in the vicinity of, and within Foreign-Trade Zone No. 2.

Now, therefore, the Foreign-Trade Zones Board, after consideration, hereby orders:

That the boundaries of Foreign-Trade Zone No. 2 be, and they are hereby re-established to conform with Exhibits Nos. 1, 3, 6, 8, 10(b), and 13 filed with the Board, which provide for a reduction of 2.13 acres covered space and reduction of 1.56 acres open space, a net reduction of the overall zone area from 22.31 acres to 18.62 acres. Authority is also granted for the necessary structural modifications stemming from the area reductions and boundary revisions, subject to settlement locally with the Dis-



district Collector of Customs and the District Army Engineer regarding requirements for physical security and protection of the revenue.

It is found that compliance with the notice, public rule making procedure, and effective date requirements of the Administrative Procedure Act (5 U.S.C. 1003) is unnecessary in connection with the issuance of this order, because its application is restricted to one foreign-trade zone, and is of a nature that it imposes no burden on the parties of interest. The effective date of this order is, therefore, upon publication in the *FEDERAL REGISTER*.

Signed at Washington, D.C., this 13th day of October 1965.

[SEAL] JOHN T. CONNOR,  
Secretary of Commerce, Chairman and Executive Officer,  
Foreign-Trade Zones Board.

Attest:

RICHARD H. LAKE,  
Executive Secretary,  
Foreign-Trade Zones Board.

[P.R. Doc. 65-11264; Filed, Oct. 20, 1965;  
8:47 a.m.]

## HOUSING AND HOME FINANCE AGENCY

Office of the Administrator  
ACTING REGIONAL DIRECTOR OF  
COMMUNITY FACILITIES REGION  
II (PHILADELPHIA)

### Designation

The officers appointed to the following listed positions in Region II (Philadelphia) are hereby designated to serve as Acting Regional Director of Community Facilities, Region II, during the absence of the Regional Director of Community Facilities, with all the powers, functions and duties redelegated or assigned to the Regional Director of Community Facilities, provided that no officer is authorized to serve as Acting Regional Director of Community Facilities unless all other officers whose titles precede his in this designation are unable to act by reason of absence:

1. Deputy Regional Director of Community Facilities.
2. Chief, Public Facilities Operations Branch.
3. Chief, Engineering Branch.

This designation supersedes the designation effective February 3, 1963.

(Housing and Home Finance Administrator's delegation effective May 4, 1962 (27 F.R. 4319, May 4, 1962))

Effective as of the 25th day of August 1965.

[SEAL] WARREN P. PHELAN,  
Regional Administrator,  
Region II.

[P.R. Doc. 65-11287; Filed, Oct. 20, 1965;  
8:50 a.m.]

## REGIONAL DIRECTOR OF COMMUNITY FACILITIES, REGION II (PHILADELPHIA)

### Redelegation of Authority With Respect to Housing for Educational Institutions

The Regional Director of Community Facilities, Region II (Philadelphia), Housing and Home Finance Agency, with respect to the program of loans for housing for educational institutions authorized under Title IV of the Housing Act of 1950, as amended (12 U.S.C. 1749-1749c), is hereby authorized within the Region:

1. To execute loan agreements involving loans for students and/or faculty housing and for other educational facilities; and
2. To amend or modify any such loan agreements.

(62 Stat. 1283 (1948), as amended by 64 Stat. 80 (1950), 12 U.S.C. 1701c; Housing and Home Finance Administrator's delegation effective July 1, 1960 (25 F.R. 5801, 6/23/60))

Effective as of the 25th day of August 1965.

[SEAL] WARREN P. PHELAN,  
Regional Administrator,  
Region II.

[P.R. Doc. 65-11298; Filed, Oct. 20, 1965;  
8:50 a.m.]

## REGIONAL DIRECTOR OF COMMUNITY FACILITIES, REGION II (PHILADELPHIA)

### Redelegation of Authority With Respect to Public Facility Loans Program and Accelerated Public Works Program

The Regional Director of Community Facilities, Region II (Philadelphia), Housing and Home Finance Agency, is hereby authorized within the Region:

1. With respect to the public facility loans program authorized under section 202 (a) through (d) of the Housing Amendments of 1955, as amended (42 U.S.C. 1492 (a)-(d)), to enter into or amend or modify contracts involving such loans; and
2. With respect to the grants-in-aid program authorized under section 202(e) of the Housing Amendments of 1955, as amended by section 5(b) of the Public Works Acceleration Act (42 U.S.C. 1492(e)), to enter into or amend or modify contracts involving such grants-in-aid.

(62 Stat. 1283 (1948), as amended by 64 Stat. 80 (1950), 12 U.S.C. 1701c; Housing and Home Finance Administrator's delegation effective October 24, 1962 (27 F.R. 10598, 10/31/62))

Effective as of the 25th day of August 1965.

[SEAL] WARREN P. PHELAN,  
Regional Administrator,  
Region II.

[P.R. Doc. 65-11299; Filed, Oct. 20, 1965;  
8:50 a.m.]

## REGIONAL DIRECTOR OF COMMUNITY FACILITIES, REGION II (PHILADELPHIA)

### Redelegation of Authority With Respect to Loans for Housing for the Elderly or Handicapped

The Regional Director of Community Facilities, Region II (Philadelphia), Housing and Home Finance Agency, with respect to the program of loans for housing for the elderly or handicapped authorized under section 202 of the Housing Act of 1959, as amended (12 U.S.C. 1701q), is hereby authorized within the Region:

1. To execute loan agreements and regulatory agreements and amendments or modifications of loan agreements and regulatory agreements; and
2. To execute amendments or modifications of notes, mortgages and other collateral security instruments.

(62 Stat. 1283 (1948), as amended by 64 Stat. 80 (1950), 12 U.S.C. 1701c; Housing and Home Finance Administrator's delegation effective July 8, 1964 (30 F.R. 6555, 5/12/65))

Effective as of the 25th day of August 1965.

[SEAL] WARREN P. PHELAN,  
Regional Administrator,  
Region II.

[P.R. Doc. 65-11300; Filed, Oct. 20, 1965;  
8:50 a.m.]

## REGIONAL DIRECTOR OF COMMUNITY FACILITIES, REGION II (PHILADELPHIA)

### Redelegation of Authority With Respect to Advances for Public Works Planning (First and Second Programs)

The Regional Director of Community Facilities, Region II (Philadelphia), Housing and Home Finance Agency, in connection with the liquidation of the first and second programs of advances for public works planning (under Title V of War Mobilization and Reconversion Act of 1944, as amended, 50 U.S.C. App. 1671 note, and Act of October 13, 1949, entitled "An Act to provide for the advance planning of non-Federal public works," as amended, 40 U.S.C. 451; and pursuant to section 702(h) of the Housing Act of 1954, as amended, which subsection (h) was added by section 602 of the Housing Act of 1964, 40 U.S.C. 462(h) (herein called the "Act")) is hereby authorized within the Region:

1. To amend or modify agreements with public agencies for planning advances.
2. To make determinations concerning the liability of a public agency for repayment of an advance, including:
  - a. To determine the proportionate amount of an advance repayable pursuant to section 702(h) (1) of the Act, 40 U.S.C. 462(h) (1), if the public agency undertakes to construct only a portion of the public work planned.



b. To terminate all or a portion of the liability for repayment of an advance pursuant to section 702(h) (2) of the Act, 40 U.S.C. 462(h) (2).

c. To terminate an agreement for an advance pursuant to section 702(h) (2) of the Act, 40 U.S.C. 462(h) (2).

(62 Stat. 1283 (1948), as amended by 64 Stat. 80 (1950), 12 U.S.C. 1701c; Housing and Home Finance Administrator's delegation effective January 15, 1965 (30 F.R. 3565, March 17, 1965))

Effective as of the 25th day of August 1965.

[SEAL] WARREN P. PHELAN,  
Regional Administrator,  
Region II.

[F.R. Doc. 65-11301; Filed, Oct. 20, 1965;  
8:50 a.m.]

#### REGIONAL DIRECTOR OF COMMUNITY FACILITIES, REGION II (PHILADELPHIA)

#### Redelegation of Authority With Respect to Advances for Public Works Planning (Third Program)

The Regional Director of Community Facilities, Region II (Philadelphia), Housing and Home Finance Agency, with respect to the third program of advances for public works planning under section 702 of the Housing Act of 1954, as amended (particularly by section 6 of the Public Works Acceleration Act and section 602 of the Housing Act of 1964), 40 U.S.C. 462 (herein called the "Act"), is hereby authorized within the Region:

1. To execute agreements with public agencies and Indian tribes involving advances to aid in planning proposed public works.

2. To make determinations concerning the liability of a public agency or Indian tribe for repayment of an advance, including:

a. To determine the proportionate amount of an advance repayable pursuant to section 702(h) (1) of the Act, 40 U.S.C. 462(h) (1), if the public agency or Indian tribe undertakes to construct only a portion of the public work planned.

b. To terminate all or a portion of the liability for repayment of an advance pursuant to section 702(h) (2) of the Act, 40 U.S.C. 462(h) (2).

c. To terminate an agreement for an advance pursuant to section 702(h) (2) of the Act, 40 U.S.C. 462(h) (2).

d. To determine the amount of the advance which the public agency or Indian tribe is relieved of liability to repay pursuant to section 702(g) of the Act, 40 U.S.C. 462(g), if construction of the planned public works project or a portion thereof is initiated as a result of a grant under the Public Works Acceleration Act.

(62 Stat. 1283 (1948), as amended by 64 Stat. 80 (1950), 12 U.S.C. 1701c; Housing and Home Finance Administrator's delegation effective January 15, 1965 (30 F.R. 3565, March 17, 1965))

Effective as of the 25th day of August 1965.

[SEAL] WARREN P. PHELAN,  
Regional Administrator,  
Region II.

[F.R. Doc. 65-11302; Filed, Oct. 20, 1965;  
8:50 a.m.]

#### COMMUNITY FACILITIES COMMISSIONER

#### Delegation of Authority With Respect to Advances for Public Works Planning (First and Second Programs)

The Community Facilities Commissioner in connection with the liquidation of the first and second programs of advances for public works planning is hereby authorized to execute:

1. The functions, powers, and duties under Title V of the War Mobilization and Reconversion Act of 1944, as amended, 50 U.S.C. App. 1671 note, and under the Act of October 13, 1949, entitled "An Act to provide for the advance planning of non-Federal public works," as amended, 40 U.S.C. 451 (which functions were transferred to the Housing and Home Finance Administrator under Reorganization Plan No. 17 of 1950, 64 Stat. 1269; 5 U.S.C. 1964 ed. 133z-15), subject to section 1112 of the Housing and Urban Development Act of 1965; 40 U.S.C. 462 note.

2. The functions, powers, and duties vested in the Housing and Home Finance Administrator under section 702(h) of the Housing Act of 1954, as amended, which subsection (h) was added by section 602 of the Housing Act of 1964; 40 U.S.C. 462(h).

This delegation supersedes the delegation effective January 15, 1965 (30 F.R. 3564, March 17, 1965).

(62 Stat. 1283 (1948), as amended by 64 Stat. 80 (1950); 12 U.S.C. 1701c)

Effective as of the 10th day of August 1965.

[SEAL] ROBERT C. WEAVER,  
Housing and Home Finance  
Administrator.

[F.R. Doc. 65-11303; Filed, Oct. 20, 1965;  
8:50 a.m.]

#### SECURITIES AND EXCHANGE COMMISSION

[File 7-2475]

ETHYL CORP.

#### Notice of Application for Unlisted Trading Privileges and of Opportunity for Hearing

OCTOBER 15, 1965.

In the matter of application of the Philadelphia - Baltimore - Washington Stock Exchange for unlisted trading privileges in a certain security.

The above-named national securities exchange has filed an application with

the Securities and Exchange Commission pursuant to section 12(f) (1) (B) of the Securities Exchange Act of 1934 and Rule 12f-1 thereunder, for unlisted trading privileges in the common stock of the following company, which security is listed and registered on one or more other national securities exchanges: Ethyl Corporation; File 7-2475.

Upon receipt of a request, on or before November 1, 1965, from any interested person, the Commission will determine whether the application shall be set down for hearing. Any such request should state briefly the nature of the interest of the person making the request and the position he proposes to take at the hearing, if ordered. In addition, any interested person may submit his views or any additional facts bearing on the said application by means of a letter addressed to the Secretary, Securities and Exchange Commission, Washington 25, D.C., not later than the date specified. If no one requests a hearing, this application will be determined by order of the Commission on the basis of the facts stated therein and other information contained in the official files of the Commission pertaining thereto.

For the Commission (pursuant to delegated authority).

[SEAL] NELLYE A. THORSEN,  
Assistant Secretary.

[F.R. Doc. 65-11257; Filed, Oct. 20, 1965;  
8:46 a.m.]

[File No. 70-4314]

#### WEST PENN POWER CO.

#### Notice of Filing Regarding Issue and Sale of First Mortgage Bonds

OCTOBER 15, 1965.

Notice is hereby given that West Penn Power Co. ("West Penn") Cabin Hill, Greensburg, Pa., 15602, an exempt holding company and also a public-utility subsidiary company of Allegheny Power System, Inc., a registered holding company, has filed with this Commission an application, pursuant to the Public Utility Holding Company Act of 1935 ("Act"), regarding a proposal to issue and sell First Mortgage Bonds, and has designated therein section 6(b) of the Act and Rule 50 promulgated thereunder as applicable to the proposed transactions. All interested persons are referred to the application on file at the office of this Commission for a statement of the transactions proposed, which are summarized as follows:

West Penn proposes to issue and sell, pursuant to the competitive bidding requirements of Rule 50 promulgated under the Act, \$27,000,000 principal amount of First Mortgage Bonds, Series U, — percent, due November 15, 1995. The interest rate (which shall be a multiple of 1/8 of 1 percent and the price, exclusive of accrued interest, to be paid to the Company for the bonds (which shall be not less than 100 percent or more than 102 3/4 percent of the principal amount



of the bonds) will be determined by the competitive bidding. The bonds will be issued under the Mortgage and Deed of Trust dated March 1, 1916, between the Company and The Chase Manhattan Bank, as trustee, as heretofore supplemented and as to be further supplemented by a supplemental indenture, dated November 1, 1965.

The net proceeds from the sale of the bonds will be used by West Penn to pay, at maturity, all of the \$27,000,000 principal amount of its First Mortgage Bonds, Series I, 3½ percent, due January 1, 1966.

The fees and expenses to be incurred in connection with the proposed transactions are estimated at an aggregate of \$77,000, including legal fees, \$10,500; Trustee's fees and expenses, \$11,150; printing expenses \$13,000; accountant's fees, \$7,000; and blue sky fees and expenses, \$1,000. The fee of independent counsel for the underwriters, to be paid by the purchaser of the bonds, is estimated at \$8,000.

The application states that registration by the Pennsylvania Public Utility Commission of a securities certificate with respect to the bonds is required for their issue and sale, that such a securities certificate has been filed with that Commission, and that a copy of the securities certificate and the order of that Commission will be made a part of the record by amendment.

Notice is further given that any interested person may, not later than November 9, 1965, request in writing that a hearing be held in respect of such matters, stating the nature of his interest, the reasons for the request, and the issues of fact or law, if any, raised by the application which he desires to controvert; or he may request that he be notified should the Commission order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request should be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon the applicant at the above-stated address, and proof of service (by affidavit, or, in case of an attorney at law, by certificate) should be filed contemporaneously with the request. At any time after said date the application, as filed or as it may be amended, may be granted, as provided by Rule 23 of the General Rules and Regulations promulgated under the Act; or the Commission may grant exemption from its rules as provided in Rules 20(a) and 100 thereof, or take such other action as it deems appropriate.

For the Commission (pursuant to delegated authority).

[SEAL]

NELLYE A. THORSEN,  
Assistant Secretary.

[P.R. Doc. 65-11258; Filed, Oct. 20, 1965;  
8:46 a.m.]

## SMALL BUSINESS ADMINISTRATION

[Delegation of Authority No. 30 New York  
Area (Rev. 1) Amdt. 2]

### NEW YORK AREA

#### Delegation of Authority To Conduct Program Activities in the Regional Offices

Pursuant to the authority vested in the Area Administrator by Delegation of Authority No. 30 (Revision 10), 30 F.R. 972, as amended, 30 F.R. 2742, 11984, and 12434; Delegation of Authority 30 F.R. 9078, as amended, 30 F.R. 13030, is further amended by revising Item I.C.1 to read as follows:

I. \* \* \*

#### C. Procurement and Management Assistance.

\*1a. (Only to the Regional Director, New York Region.) To approve applications for Certificates of Competency received from small business concerns which are located within the geographical jurisdiction of the area office when the total value of the contract to be awarded as a result of the issuance of a COC does not exceed \$350,000.

\*1b. (Only to the Regional Directors, Puerto Rico and Syracuse Regions.) To approve application for Certificates of Competency received from small business concerns which are located within the geographical jurisdiction of the area office when the total value of the contract to be awarded as a result of the issuance of a COC does not exceed \$100,000.

Effective date: October 1, 1965.

CHARLES H. KRIGER,  
Area Administrator,  
New York Area.

[P.R. Doc. 65-11260; Filed, Oct. 20, 1965;  
8:46 a.m.]

[Delegation of Authority No. 30—Des Moines,  
Iowa—Rev. 1]

### DES MOINES, IOWA

#### Delegation of Authority To Conduct Program Activities in Regional Area

Pursuant to the authority delegated to the Regional Director by Delegation of Authority No. 30—Midwestern Area, 30 F.R. 3252 as amended by 30 F.R. 7686 and 30 F.R. 8599, Delegation of Authority 30 F.R. 4731 is hereby revised to read as follows:

1. The following authority is hereby redelegated to the specific positions as indicated herein:

A. Size determinations (delegated to the positions as indicated below).

To make initial size determinations in all cases within the meaning of the

Small Business Size Standards Regulations, as amended, and further, to make product classification decisions for financial assistance purposes only. Product classification decisions for procurement purposes are made by contracting officers.

B. Eligibility determinations (delegated to the positions as indicated below).

To determine the eligibility of applicants for assistance under any program of the agency in accordance with Small Business Administration standards and policies.

C. Chief, Financial Assistance Division (and Assistant Chief, if assigned).

1. Item 1A (size determinations for financial assistance only).

2. Item 1B (eligibility determinations for financial assistance only).

3. To approve business and disaster loans not exceeding \$350,000 (SBA share).

4. To decline business and disaster loans of any amount.

5. To disburse unsecured disaster loans.

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

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

(Name), Administrator.

By \_\_\_\_\_

(Name)

(Title of person signing)

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

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

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

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

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

a. The assignment, endorsement, transfer and delivery (but in all cases without representation, recourse or warranty) of notes, claims, bonds, debentures, mortgages, deeds of trust, contracts, patents and applications



therefor, licenses, certificates of stock and of deposit, and any other liens, powers, rights, charges on and interest in or to property of any kind, legal and equitable, now or hereafter held by the Small Business Administration or its Administrator;

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

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

D. Working Supervisor or Chief, Loan Processing.

1. Item IC3.

2. To decline business and disaster loans of any amount.

3. Items IC 8, 9, and 10.

4. Item IA (size determinations for financial assistance only).

5. Item IB (eligibility determinations for financial assistance only).

E. Working Supervisor or Chief, Loan Administration and Liquidation.

1. To approve the amendments and modifications of loan conditions for loans that have been fully disbursed.

2. Item IC12 only the authority for servicing, administration and collection, including subitems a and b.

F. Reserved.

G. Reserved.

H. Chief, Procurement and Management Assistance.

1. Item IA (size determinations on PMA activities only).

2. Item IB (eligibility determinations on PMA activities only).

I. Regional Counsel.

To disburse approved loans.

J. Administrative Assistant.

1. To purchase reproductions of loan documents, chargeable to the revolving fund, requested by United States Attorney in foreclosure cases.

2. To (a) purchase all office supplies and expendable equipment, including all desk-top items, and rent regular office equipment; (b) contract for repair and maintenance of equipment and furnishings; (c) contract for services required in setting up and dismantling and moving

ing SBA exhibits and (d) issue Government bills of lading.

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

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

II. The authority delegated herein cannot be redelegated.

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

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

Effective date: September 20, 1965.

CONRAD E. LAWLOR,  
Regional Director,  
Des Moines, Iowa.

[F.R. Doc. 65-11259; Filed, Oct. 20, 1965;  
8:46 a.m.]

[Delegation of Authority No. 30 (Northeastern Area) Amdt. 2]

#### NORTHEASTERN AREA

##### Delegation of Authority To Conduct Program Activities in the Regional Offices

Pursuant to the authority vested in the Area Administrator by Delegation of Authority No. 30 (Revision 10), 30 F.R. 972, as amended, 30 F.R. 2742, 11984 and 12434; Delegation of Authority 30 F.R. 3251, as amended, 30 F.R., 13030 is further amended by revising Item IC1 to read as follows:

I. \* \* \*

C. Procurement and Management Assistance (only to the Boston Regional Director).

\*\*1. To approve applications for Certificates of Competency received from small business concerns which are located within the geographical jurisdiction of the area office when the total value of the contract to be awarded as

a result of the issuance of a COC does not exceed \$350,000.

Effective date: October 1, 1965.

THOMAS J. NOONAN,  
Area Administrator,  
Northeastern Area.

[F.R. Doc. 65-11261; Filed, Oct. 20, 1965;  
8:46 a.m.]

[Delegation of Authority No. 30—Rocky Mountain Area—Amend. 3]

#### ROCKY MOUNTAIN AREA

##### Delegation of Authority To Conduct Program Activities in the Regional Offices

Pursuant to the authority delegated to the Area Administrator by Delegation of Authority No. 30 (Revision 10), 30 F.R. 972, as amended, 30 F.R. 2742 and 11984; Delegation of Authority 30 F.R. 2741, as amended, 30 F.R. 8080 and 8426 is further amended by the addition of Item IA13d and the revision of Item III to read as follows:

I. \* \* \*

A. Financial Assistance.

\*\* 13d. To take final action on an offer of compromise of any claim provided such claim is in concurrence with the majority recommendation of the appropriate Regional Office Claims Review Committee on claims not in excess of \$5,000 (including CPC advances but excluding interest) or the unanimous recommendation of said committee on claims in excess of \$5,000 but not exceeding \$100,000 (including CPC advances but excluding interest).

III. The specific authority delegated in subsection IA12; subsection IA13d; subsections IC 1 and 2, and subsection ID1 herein cannot be redelegated. These are indicated by asterisks (\*). The specific authority in the remaining subsections may be redelegated to appropriate subordinate positions within the regions.

Effective date: October 11, 1965.

Area Administrator, RMA.

[F.R. Doc. 65-11262; Filed, Oct. 20, 1965;  
8:46 a.m.]



## CUMULATIVE LIST OF CFR PARTS AFFECTED—OCTOBER

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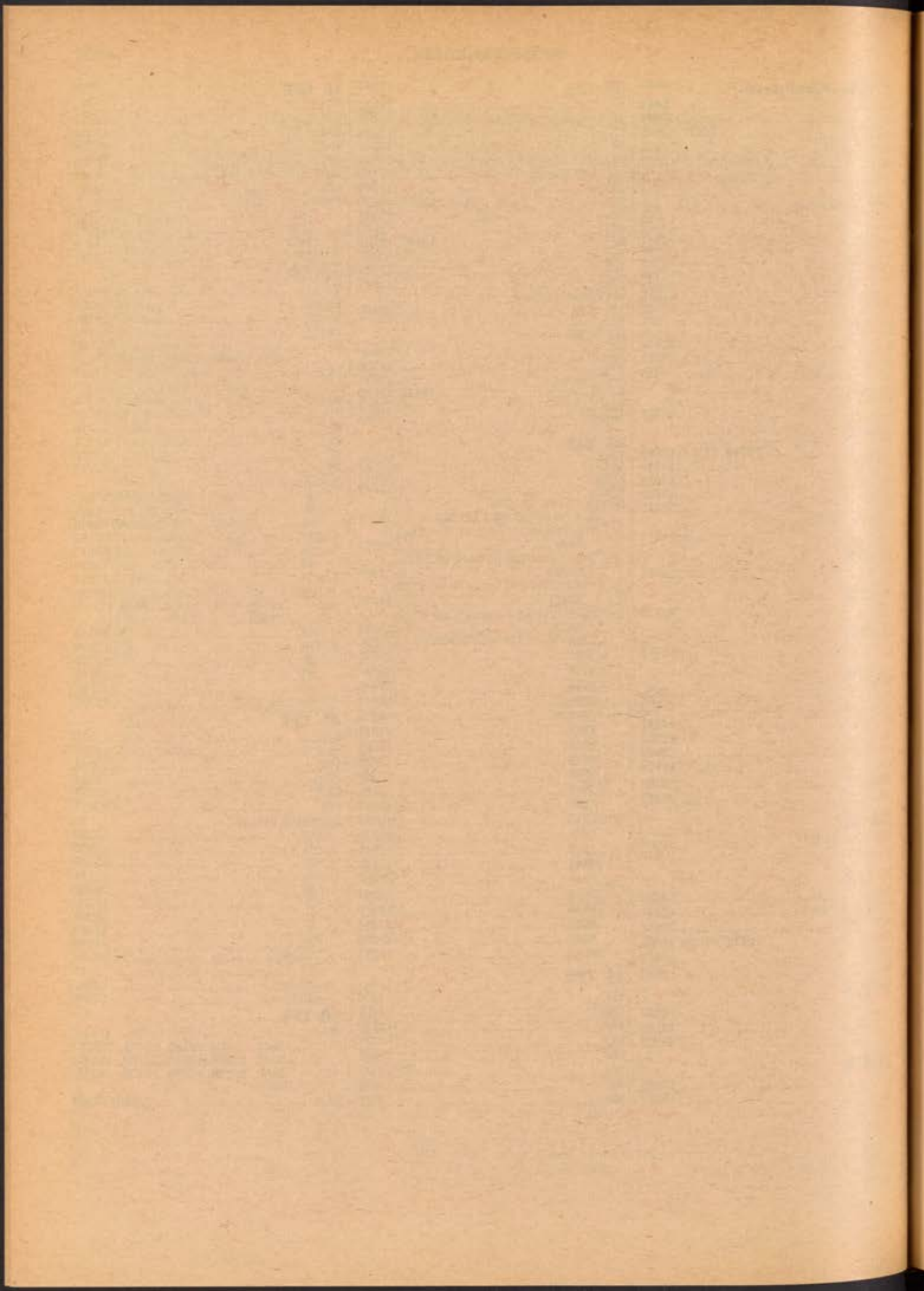
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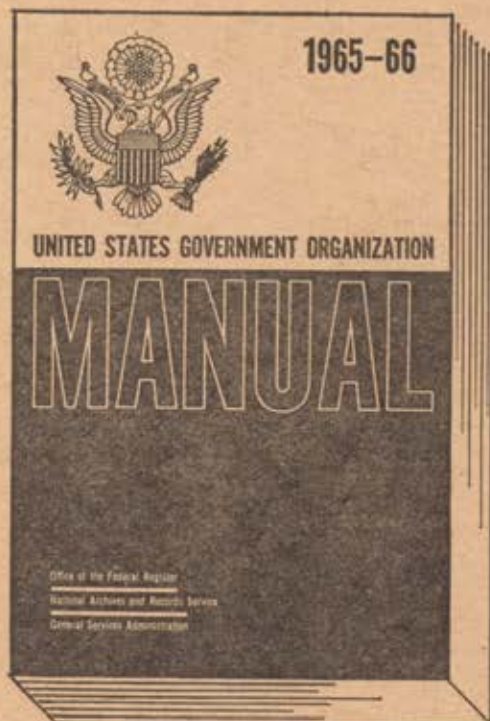
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