

# FEDERAL REGISTER

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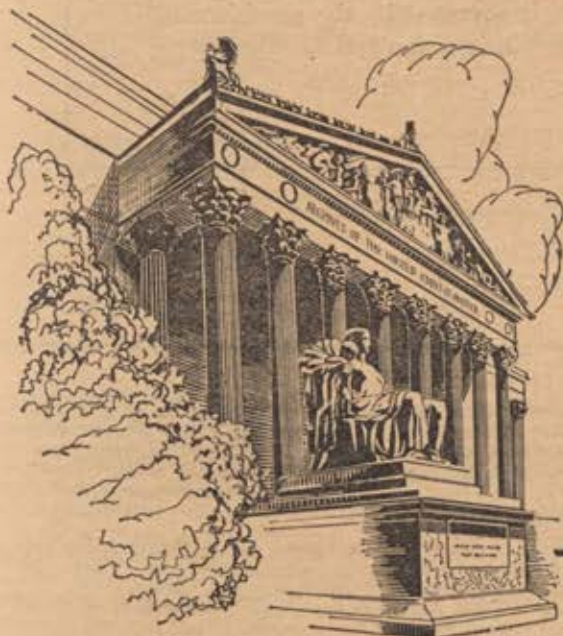
Thursday, November 11, 1965 • Washington, D.C.

Pages 14191-14233

Agencies in this issue—

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Civil Aeronautics Board  
Civil Service Commission  
Commerce Department  
Federal Aviation Agency  
Federal Communications Commission  
Federal Home Loan Bank Board  
Federal Maritime Commission  
Federal Power Commission  
Federal Trade Commission  
Fish and Wildlife Service  
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Department  
Housing and Urban Development  
Department  
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Land Management Bureau  
Maritime Administration  
National Aeronautics and Space  
Council  
Post Office Department  
Securities and Exchange Commission  
Treasury Department

Detailed list of Contents appears inside.





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# Rules and Regulations

## Title 5—ADMINISTRATIVE PERSONNEL

### Chapter I—Civil Service Commission

#### PART 213—EXCEPTED SERVICE

##### Department of Commerce

Section 213.3314 is amended to show the exception under Schedule C of the position of Deputy Under Secretary for Transportation Research. Effective on publication in the FEDERAL REGISTER, subparagraph (37) is added to paragraph (a) of § 213.3314 as set out below.

##### § 213.3314 Department of Commerce.

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

(37) One Deputy Under Secretary for Transportation Research.

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

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] DAVID F. WILLIAMS,

Director, Bureau of Management Services.

[F.R. Doc. 65-12146; Filed, Nov. 10, 1965; 8:48 a.m.]

## Title 12—BANKS AND BANKING

### Chapter V—Federal Home Loan Bank Board

#### SUBCHAPTER C—FEDERAL SAVINGS AND LOAN SYSTEM

[No. 19,479]

##### PART 545—OPERATIONS

#### Loans on Other Improved Real Estate

NOVEMBER 5, 1965.

Resolved that, notice and public procedure having been duly afforded (30 F.R. 11974) and all relevant material presented or available having been considered by it, the Federal Home Loan Bank Board, upon the basis of such consideration and of determination by it of the advisability of amendment of § 545.6-1(c) of the rules and regulations for the Federal Savings and Loan System (12 CFR 545.6-1(c)), and for the purpose of effecting such amendment, hereby amends said § 545.6-1(c) to read as follows, effective January 1, 1966.

§ 545.6-1 Lending powers under sections 13 and 14 of Charter K.

(c) *Other improved real estate.* Subject to the limitations of § 545.6-7, a Federal association may, if permitted by

the terms of its charter, make loans on other improved real estate, as defined in paragraph (a) of § 541.12, to the extent authorized by this paragraph (c):

(1) Any monthly installment loan may be made in an amount not exceeding 70 percent, and any loan repayable on any other plan may be made in an amount not exceeding 60 percent, of the value of such real estate, except that the maximum loan-to-value ratios for loans made under §§ 545.6-16 and 545.6-18 shall be the ratios provided in those sections.

(2) Any monthly installment loan shall be repayable in not more than 20 years and any loan repayable on any other plan shall be repayable in not more than 5 years but with interest payable at least semiannually, except that the maximum loan terms for monthly installment loans made under §§ 545.6-16 and 545.6-18 shall be the terms provided in those sections;

(3) Any insured loan may be made in such amount and may be repayable upon such terms and conditions as are acceptable to the insuring agency; and

(4) Any guaranteed loan at least 20 percent of which is guaranteed, and any guaranteed loan which does not exceed the amount that the association may otherwise lend plus the amount guaranteed, may be made and may be repayable upon such terms and conditions as are acceptable to the guaranteeing agency.

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

By the Federal Home Loan Bank Board.

[SEAL] GRENVILLE L. MILLARD, Jr.,  
Assistant Secretary.

[F.R. Doc. 65-12147; Filed, Nov. 10, 1965; 8:48 a.m.]

#### SUBCHAPTER D—FEDERAL SAVINGS AND LOAN INSURANCE CORPORATION

[No. FSLIC-2,319]

##### PART 563—OPERATIONS

#### Re-Evaluation of Assets; Adjustment of Book Value; Adjustment Charges

NOVEMBER 5, 1965.

Resolved that, notice and public procedure having been duly afforded (30 F.R. 8972) and all relevant material presented or available having been considered by it, the Federal Home Loan Bank Board, upon the basis of such consideration and of determination by it of the advisability of amendment of Part 563 of the rules and regulations for insurance of accounts (12 CFR Part 563) as hereinafter set forth, and for the purpose of

effecting such amendment, hereby amends said Part 563 by the addition of a new section, § 563.17-2, to read as follows, effective December 13, 1965.

#### § 563.17-2 Re-evaluation of assets; adjustment of book value; adjustment charges.

(a) *By insured institutions.* An insured institution shall appraise each parcel of real estate owned which is or becomes a scheduled item, except that the foregoing requirement shall not apply to any parcel of real estate that is sold and reacquired less than 12 months subsequent to the most recent appraisal made pursuant to this sentence. A dated, signed copy of each report of appraisal made pursuant to any provision of this paragraph (a) shall be retained in the institution's records.

(b) *By examiners.* In connection with each examination of an insured institution, the Board's examiner shall make such re-evaluation of such institution's assets (exclusive of insured or guaranteed loans) as he deems advisable or necessary. Any such re-evaluation of real estate shall be based on an appraisal as provided by § 563.17-1, except that re-evaluation of parcels of real estate that are similar in all essential respects may be based on an appraisal of one or more of such parcels.

(c) *Adjustment of book value.* If the re-evaluation of assets pursuant to paragraph (b) of this section discloses that any asset of an insured institution is over-valued on its books (exclusive of over-valuation due to fluctuations in value which are caused by changes in market interest rates), such institution shall, at the direction of the Supervisory Agent, make an adjustment of the book value of such asset; unless otherwise directed by the Supervisory Agent, such institution shall make such adjustment by establishing and maintaining a specific reserve in an amount equal to the over-valuation.

(d) *Adjustment charges.* Adjustment of the book value of an asset by an insured institution pursuant to any provision of this section may be made by charge against such institution's earnings for the period in which such charge is made, or against surplus, undivided profits, or reserves established for the sole purpose of absorbing losses. Any recovery of any portion of any amount previously charged against reserves established for the sole purpose of absorbing losses shall be credited to such reserves; such credit shall be in addition to all other required credits to such reserves. Any recovery of any portion of any amount previously charged against earnings shall be credited to earnings for the period in which such recovery



is effected. For the purposes of this paragraph (d), any charge against a specific reserve established pursuant to any provision of this section shall be deemed to be a recovery on an asset the book value of which was previously adjusted unless such charge is made for the purpose of concurrently writing down the book value of such asset.

(Secs. 402, 403, 48 Stat. 1256, 1257, as amended; 12 U.S.C. 1725, 1726. Reorg. Plan No. 3 of 1947, 12 F.R. 4981, 3 CFR, 1947 Supp.)

By the Federal Home Loan Bank Board.

[SEAL] GRENVILLE L. MILLARD, Jr.,  
Assistant Secretary.

[F.R. Doc. 65-12148; Filed, Nov. 10, 1965;  
8:49 a.m.]

[No. FSLIC-2,320]

## PART 570—BOARD RULINGS

### Computation of Scheduled Items, Assets and Specified Assets

NOVEMBER 5, 1965.

Resolved that the Federal Home Loan Bank Board, upon the basis of consideration by it of the advisability of amendment of Part 570 of the rules and regulations for insurance of accounts (12 CFR Part 570) as hereinafter set forth, and for the purpose of effecting such amendment, hereby amends said Part 570 as follows, effective December 13, 1965.

Part 570 is hereby amended by adding, immediately after § 570.7, a new § 570.8, to read as follows:

#### § 570.8 Computation of scheduled items, assets and specified assets.

(a) Insurance Regulation 563.17-2 provides for the establishment of specific reserves in connection with the reevaluation of assets of an insured institution.

(b) The amount of any specific reserve established to offset the overvaluation of any asset shall be deducted from the book value of the asset in determining scheduled items, assets and specified assets.

Resolved further that, since the aforesaid amendment contains only statements of general policy or interpretations of substantive rules adopted or formulated by the Board for the guidance of the public, the requirements of notice and public procedures set out in § 508.12 of the general regulations of the Federal Home Loan Bank Board (12 CFR 508.12) and section 4(a) of the Administrative Procedure Act do not apply.

By the Federal Home Loan Bank Board.

[SEAL] GRENVILLE L. MILLARD, Jr.,  
Assistant Secretary.

[F.R. Doc. 65-12149; Filed, Nov. 10, 1965;  
8:49 a.m.]

## Title 14—AERONAUTICS AND SPACE

### Chapter I—Federal Aviation Agency

[Airspace Docket No. 63-SO-55]

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

#### Alteration of Control Zones and Designation of Transition Area

On July 27, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 9323) stating that the Federal Aviation Agency is considering amendments to Part 71 of the Federal Aviation Regulations that would alter the Fort Lauderdale, Fla., and Homestead, Fla., control zones and designate the Miami, Fla., transition area.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. All comments received were favorable. The substance of the final rule is the same as that contained in the Notice except for three minor changes as follows: (a) In the Fort Lauderdale control zone the "134°" bearing is changed to "135°" due to a revision of the AL-744-ADF-1 approach to Fort Lauderdale; (b) in the Homestead control zone the "047°" radial is changed to "046°" and the "233°" radial is changed to "232°" due to revisions to several instrument approaches to Homestead AFB; and (c) in the 1,700-foot portion of the Miami transition area the coordinates shown for the Key West VOR are deleted. The Key West VOR will be moved on November 11, 1965, to a new position approximately a mile northwest of its present location.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001, e.s.t., January 6, 1966, as hereinafter set forth.

1. In § 71.171 (29 F.R. 17581) the Fort Lauderdale and Homestead control zones are amended to read as follows:

#### PORT LAUDERDALE, FLA.

Within a 5-mile radius of Fort Lauderdale-Hollywood International Airport (latitude 26°04'25" N., longitude 80°09'10" W.); within 2 miles each side of the Fort Lauderdale VOR 079° radial, extending from the 5-mile radius zone to 10 miles E of the VOR; within 2 miles each side of the Fort Lauderdale VOR 278° radial, extending from the 5-mile radius zone to 8 miles W of the VOR; within 2 miles each side of the Fort Lauderdale VOR 306° radial, extending from the 5-mile radius zone to the INT of the Fort Lauderdale VOR 306° radial and the Miami, Fla. VORTAC 043° radial; within 2 miles each side of the 135° bearing from the Fort Lauderdale RBN, extending from the 5-mile radius zone to the RBN; excluding that portion within a 1.5-mile radius of Bradley Field Airport, Fort Lauderdale, Fla. (latitude 26°09'15" N., longitude 80°09'50" W.).

#### HOMESTEAD, FLA.

Within a 5-mile radius of the Homestead AFB (latitude 25°29'15" N., longitude 80°23'10" W.); within 2 miles each side of the Homestead VOR 046° radial, extending from the 5-mile radius zone to the VOR; within 2 miles each side of the Homestead ILS localizer SW course, extending from the 5-mile radius zone to the LOM; within 2 miles each side of the Homestead TACAN 232° radial, extending from the 5-mile radius zone to 7.5 miles SW of the TACAN; and within 2 miles each side of the Homestead ILS localizer NE course, extending from the 5-mile radius zone to 6 miles NE of Homestead AFB.

2. Section 71.181 (29 F.R. 17643) is amended by adding the following transition area:

#### MIAMI, FLA.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Miami International Airport (latitude 25°47'35" N., longitude 80°17'10" W.); within 5 miles S and 8 miles N of the Miami Runway 9-L ILS localizer W course, extending from the airport to 12 miles W of the Runway 9-L ILS LOM; within 5 miles N and 8 miles S of the Miami Runway 27-L ILS localizer E course, extending from the airport to 12 miles E of the Runway 27-L ILS LOM; within 5 miles S and 8 miles N of the Runway 9-L ILS localizer E course, extending from the airport to 12 miles E of the INT of Runway 9-L ILS localizer E course and the Biscayne Bay VOR 351° radial; within 2 miles each side of the Miami VORTAC 139° radial, extending from the 7-mile radius area to the VORTAC; within a 4-mile radius of the Tamiami Airport, Fla. (latitude 25°45'15" N., longitude 80°22'35" W.); within a 6-mile radius of Opa Locka Airport, Fla. (latitude 25°54'25" N., longitude 80°16'40" W.); within 2 miles each side of the Miami VORTAC 108° radial, extending from the 6-mile radius area to the VORTAC; within a 7-mile radius of Fort Lauderdale-Hollywood International Airport (latitude 26°04'25" N., longitude 80°09'10" W.); within 2 miles each side of the 315° bearing from the Fort Lauderdale RBN, extending from the 7-mile radius area to 8 miles NW of the RBN; within a 7-mile radius of Homestead AFB (latitude 25°29'15" N., longitude 80°23'10" W.); within 2 miles each side of the Homestead ILS localizer NE course, extending from the 7-mile radius area to 9 miles NE of Homestead AFB; that airspace extending upward from 1,200 feet above the surface within a 50-mile radius of Miami International Airport; that airspace south of Miami extending from the 50-mile radius area bounded on the E and S by V-35, and on the W by V-3; that airspace NW of Miami extending from the 50-mile radius area bounded on the W by V-07, on the N by V-492 S alternate, and on the E by V-267; that airspace extending upward from 1,700 feet above the surface bounded by a line beginning at the INT of the eastern edge of V-225 E alternate and the western edge of V-35, thence S along the eastern edge of V-225 E alternate to the INT of a 35-mile radius arc centered at the Key West VOR, thence clockwise along the 35-mile arc to the northwestern edge of V-51/V-157, thence NE along the northwestern edge of V-51/V-157 to the INT of a 50-mile radius arc centered at Miami International Airport, thence clockwise along the 50-mile radius arc to the W edge of V-35 W alternate, thence NW along the western edge of V-35 W alternate



and V-35 to the point of beginning; and that airspace NW of Miami bounded on the N by V-7, on the SW by V-35, and on the E by V-157 W alternate; excluding the portion within W-173.

(Secs. 307(a), 1110, Federal Aviation Act of 1958; 49 U.S.C. 1348, 1510; E.O. 10854, 24 F.R. 9565)

Issued in Washington, D.C., on November 4, 1965.

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

[F.R. Doc. 65-12106; Filed, Nov. 10, 1965;  
8:45 a.m.]

[Docket No. 7013; Amdt. 151-9]

## PART 151—FEDERAL AID TO AIRPORTS

### Labor Protective Provisions; Fringe Benefit Requirements

The purpose of this amendment is to revise paragraph A(4) of Appendix H of Part 151 of the Federal Aviation Regulations to conform it to recently amended § 5.5(a) (1) (iv) of the regulations of the Secretary of Labor (30 F.R. 13136), effective October 15, 1965.

Appendix H of Part 151 sets forth the contract provision required by the regulations of the Secretary of Labor. Section 151.49(a) requires sponsors to insert this provision in full in each construction contract. Paragraph A(4) of Appendix H pertains to "Fringe Benefit Requirements" and reflects § 5.5(a) (1) (iv) of the regulations of the Secretary of Labor.

The procedural and effective date requirements of section 4 of the Administrative Procedure Act do not apply to this amendment because it is within the exception in that section relating to public grants, benefits and contracts.

This amendment is made under the authority of the Federal Airport Act, as amended (49 U.S.C. 1101-1120), and Part 5 of Title 29 of the Code of Federal Regulations. It is adopted by the Director, Airports Service, Federal Aviation Agency, under authority delegated in § 151.49(a) of Part 151 of the Federal Aviation Regulations.

In consideration of the foregoing, paragraph A(4) of Appendix H of Part 151 of Chapter I of Title 14 of the Code of Federal Regulations is amended, effective November 11, 1965, to read as follows:

(4) If the contractor does not make payments to a trustee or other third person, he may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing benefits under a plan or program of a type expressly listed in the wage determination decision of the Secretary of Labor which is a part of this contract: *Provided, however,*

The Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

Issued in Washington, D.C., on November 3, 1965.

COLE MORROW,  
Director, Airports Service.

[F.R. Doc. 65-12107; Filed, Nov. 10, 1965;  
8:45 a.m.]

## Chapter II—Civil Aeronautics Board

### SUBCHAPTER A—ECONOMIC REGULATIONS

[Reg. No. ER-447]

## PART 241—UNIFORM SYSTEM OF ACCOUNTS AND REPORTS FOR CERTIFICATED AIR CARRIERS

### Reporting of Revenue Plane Mileage Flown by Scheduled Carriers in Charter and Special Service Operations

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 27th day of October 1965.

The Board has published in 30 F.R. 7251 and circulated to the industry in EDR-83, dated May 25, 1965, Docket 16186, a notice of proposed rule making which proposed additional reporting requirements for certificated air carriers. The explanatory statement in the notice sets forth the reasons for the amendment at length. Briefly, they are that by requiring the route carriers to report the details concerning their charter and special service operations in a manner similar to that now supplied by supplemental carriers, the Board would obtain the overall view of the charter market which it requires in order to cope with the problems arising from the enactment of P.L. 87-528, 76 Stat. 143, which authorizes the certification of the supplemental carriers as charter operators, and grants all-cargo carriers the right to conduct passenger charters subject to regulation. Additionally, the report now required by the amendment will provide the Board with precise information, which it now lacks, to police the Part 207 volume limitation upon the charter operations of the scheduled route carriers.

Industry comments on the notice of proposed rule making were filed by two carriers. United Air Lines, Inc., suggested that the reporting requirements with respect to operations between certificated points be clarified so as to insure that they pertain solely to the points authorized in the certificate of the reporting carrier. In order to remove any possibility of ambiguity, United's suggestion has been adopted.

Cordova Airlines, Inc., has recommended that the regulation be amended so as to be inapplicable to intra-Alaskan air carriers, stating that these carriers are not subject to Part 207 (14 CFR Part 207). However, this recommendation overlooks the fact that the present reporting requirement is designed to obtain industrywide charter operations statistics and that the omission of the charter operations of intra-Alaskan carriers would detract from the overall view of the charter market. For this reason we are not adopting Cordova's suggestion.

We have also determined to make additional modifications in the proposed rule primarily for the purposes of clarification. Thus, with reference to a flight involving both certificated and noncertificated points, we have included an explanation in the instruction for filling out Schedule T-41 that those portions of the flight should be considered mileage between certificated points which are represented by (1) on-loading or off-loading at a certificated point, and then (2) off-loading at a certificated point subsequently reached, so long as there is no off-loading at intermediate noncertificated points. Other mileage on such flights is not between certificated points. We have also provided for separate reporting of paid ferry mileage as a component of revenue aircraft miles in Schedule T-41 although such mileage is not, strictly speaking, part of revenue aircraft mileage. We have done so because separate itemization of paid ferry mileage insures that a paid empty ferry leg on-route cannot be used to enlarge the route carrier's 2-percent allotment of off-route mileage, and that an empty ferry leg off-route will not use up part of the route carrier's allowable off-route mileage. We have also provided for the separate reporting of flights between foreign noncertificated points to insure that such flights will not exhaust part of the route carrier's allowable off-route mileage.

Accordingly, the Board hereby amends Part 241 of the Economic Regulations (14 CFR Part 241), effective December 13, 1965,<sup>1</sup> as follows:

1. By amending paragraph (a) of Section 22 by inserting into the list of schedules a line for new Schedule T-41 "Charter and Special Service Revenue Aircraft Miles Flown," after Schedule T-5 and before Schedule G-41, to read as follows:

### Section 22 General reporting instructions.

(a) \* \* \*

<sup>1</sup> Under the revised regulation, the first Schedule T-41, covering the calendar year 1965, shall be filed along with the other annual schedules 90 days after the close of the year.



Schedule No.		Filing	
		Frequency	Postmark interval (days)
T-5	Monthly Listing of Summarized Passenger Loads by Flight Stages—Local Service Air Carriers.	Monthly	(7)
T-41	Charter and Special Service Revenue Aircraft Miles Flown.	Annually	90
G-41	Persons Holding More Than 5 Per Centum of Respondent's Capital Stock or Capital.	do.	90

2. By amending paragraph (a) of "General Instructions" in section 25 and by inserting after the full text of "Schedule T-5 Monthly Listing of Summarized Passenger Loads by Flight Stages—Local Service Air Carriers" language under the heading of "Schedule T-41 Charter and Special Service Revenue Aircraft Miles Flown" to read as follows:

#### Section 25 Traffic and capacity elements.

**General instructions.** (a) The prescribed reporting for traffic and capacity elements is designed to reflect, on a uniform basis, the physical factors relating to air transport operations as actually conducted. Schedules T-1 through T-41, reflecting traffic carried, capacity operated and other operating statistics, correlate similar information for the various services regardless of the schedule on which reported. The four-letter codes used on Schedules T-1, T-2 and T-3 are systematically assigned for each item of information to facilitate use of the data irrespective of the schedule in which they appear. Thus, the first digit of the four-letter code denotes basic class of service; for example, 1xxx indicates scheduled First-Class Services, 2xxx Scheduled Coach Services, 8xxx Nonscheduled Services and 9xxx All Services. The second digit denotes the basic operating element involved; for example, x0xx indicates passenger count, x1xx passenger-miles and x9xx unclassified. The last two digits denote the particular detailed operating element involved; for example, xx11 indicates first-class passengers/passenger seats, xx18 nonrevenue passengers, and xx31 through xx53 nonpassenger revenue traffic classes.

#### Schedule T-41 Charter and Special Service Revenue Aircraft Miles Flown

(a) This schedule shall be filed by each route air carrier.

(b) A complete report shall be made on this schedule for the overall or system operations conducted by the air carrier during the calendar year.

(c) Total charter and special service revenue aircraft miles flown by the reporting air carrier during the calendar year shall be reflected in this schedule by combination carriers and all-cargo carriers in the sections provided therefor, respectively. Such data shall be broken down to reflect revenue aircraft miles flown for the Department of Defense and for all other customers.

(d) The revenue aircraft miles flown for the Department of Defense and for

all other customers, moreover, shall be broken down to reflect operations between certificated points of the reporting carrier and operations not between certificated points of the reporting carrier. Include under these headings revenue aircraft miles flown under exemption authority. (When a flight involves both certificated and noncertificated points, that portion or portions of the flight which are represented by (1) on-loading or off-loading at a certificated point, and then (2) off-loading at a certificated point subsequently reached shall be considered revenue aircraft mileage between certificated points: *Provided*, That there is no off-loading at any intermediate non-certificated point. All other revenue aircraft miles flown on such a flight shall be considered as mileage not between certificated points.) Under the heading of operations between certificated points the reported data shall reflect revenue aircraft miles involving (1) passengers exclusively; (2) cargo exclusively; (3) passengers and cargo jointly; and (4) paid ferry mileage. Under the heading of operations not between certificated points the reported data shall reflect revenue aircraft miles involving (1) passengers exclusively; (2) cargo exclusively; (3) passengers and cargo jointly; (4) paid ferry mileage; and (5) flights between foreign points. In the case of charters performed for the Department of Defense by an all-cargo carrier between its certificated points, the passenger legs of trips on which the legs in the other direction involved transportation of cargo shall be shown separately as a subtotal. Also, in the case of an all-cargo carrier, cargo charter revenue aircraft miles flown which are not between points certificated to such carrier shall be broken down to reflect those within and those outside the carrier's "area of operations" as defined in § 207.6 of the Board's Economic Regulations. In the event special services are performed by any reporting carrier, the revenue aircraft miles in such services shall be separately identified.

4. By deleting from Schedule T-3 of CAB Form 41,<sup>2</sup> herein incorporated by reference, Item 9969 reading "Revenue aircraft miles flown off-route (non-scheduled)."

(Secs. 204, 407, Federal Aviation Act of 1958, 72 Stat. 743, 766; 49 U.S.C. 1324, 1377)

**NOTE:** The reporting requirements contained herein have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

<sup>2</sup> Filed as part of the original document.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,  
Secretary.

[F.R. Doc. 65-12138; Filed, Nov. 10, 1965;  
8:48 a.m.]

## Title 24—HOUSING AND HOUSING CREDIT

### Subtitle A—Department of Housing and Urban Development

[Department Interim Order I]

#### CONTINUITY OF FUNCTIONS

The heading of Subtitle A of Title 24 is amended to read as set forth above.

Pending the appointment of a Secretary of Housing and Urban Development, this Interim Order I is issued to provide, until changed by appropriate authority, for continuity of functions.

1. **Nomenclature changes.** Reference to the "Housing and Home Finance Administrator" or "Administrator" appearing in a rule, regulation, order, authorization, delegation, or other action continued in effect under section 9(c) of Public Law 89-174 shall hereafter be deemed to refer to the Administrator in the Department of Housing and Urban Development pending the appointment of the Secretary.

2. **Certain offices or positions and organizational units; delegation of authority.** The offices or positions and organizational units in the Department shall include:

Respective organizational unit	
Office or position	unit
Federal Housing Commissioner.	Federal Housing Administration.
Public Housing Commissioner.	Public Housing Administration.
Community Facilities Commissioner.	Community Facilities Administration.
Urban Renewal Commissioner.	Urban Renewal Administration.
The Board of Directors and the President of the Federal National Mortgage Association.	Federal National Mortgage Association.

Each officer or employee appointed to, or designated to act in, the office or position listed immediately above and each organizational unit so listed is hereby authorized to exercise the functions, powers, and duties vested in, or delegated or assigned to, the office or position or officer or employee or organizational unit having the same title immediately prior to the effective date of the Act, and to redelegate and authorize successive re-delegations of such authority to the extent empowered under authority vested, delegated, or assigned immediately prior to the effective date of the Act.

3. **Applicability of rules, regulations, orders, authorizations, delegations, or other actions continued in effect.** Subject to paragraph 2, a reference in a rule, regulation, order, authorization, delega-



tion, or other action continued in effect under section 9(c) of the Act to an office or position, officer or employee, or organizational unit (including board or committee) shall be deemed to refer to the office or position, officer or employee, or organizational unit having the same title in the Department.

4. *Conclusive evidence of authority.* Any instrument or document, including an instrument purporting to transfer any right, title, or interest in or to real or personal property, executed by an officer or employee of the Department under the authority of this order shall be conclusive evidence of the authority of such officer or employee to execute such instrument or document.

5. *Custody of and accountability for assets and liabilities.* The assets, liabilities, contracts, property, records, and unexpended balances of appropriations, authorizations, allocations or allotments, or other funds referred to in section 7(a) of Public Law 89-174 shall be in the custody and subject to the accountability of the office or position, officer or employee, or organizational unit, responsible for such custody and accountability immediately prior to the effective date of the Act.

Effective as of the 9th day of November 1965.

ROBERT C. WEAVER,  
Housing and Home  
Finance Administrator.

[F.R. Doc. 65-12154; Filed, Nov. 9, 1965;  
4:00 p.m.]

## Title 39—POSTAL SERVICE

### Chapter I—Post Office Department

#### PART 168—DIRECTORY OF INTERNATIONAL MAIL

##### Miscellaneous Amendments

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

In § 168.5 *Individual country regulations*, make the following changes:

I. In "El Salvador (Republic of)", under Postal Union Mail, the item *Prohibitions* is amended to prohibit the importation of jewelry and other precious articles. As so amended, the item reads as follows:

##### Postal Union Mail

*Prohibitions.* Banknotes. Coins of gold and silver, jewelry, precious stones, and other precious articles.

Articles prohibited as parcel post are prohibited in the postal union mail.

II. In "Algeria" make the following changes to show that watches are now prohibited in both incoming parcel post and postal union mail:

A. Under Postal Union Mail, the item *Prohibitions and import restrictions* reads as follows:

##### Postal Union Mail

*Prohibitions and import restrictions.* Same as France. Watches are prohibited.

B. Under Parcel Post, under the item *Prohibitions and import restrictions*, a new second paragraph is inserted between the present first and second paragraphs. As so added, the new second paragraph reads as follows:

##### Parcel Post

Prohibitions and import restrictions.

Watches are prohibited.

(R.S. 161, as amended; 5 U.S.C. 22, 39 U.S.C. 501, 505)

HARVEY H. HANNAH,  
Acting General Counsel.

[F.R. Doc. 65-12129; Filed, Nov. 10, 1965;  
8:47 a.m.]

## Title 43—PUBLIC LANDS: INTERIOR

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

#### APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 3863]

[Anchorage 062764]

#### ALASKA

##### Partial Revocation of Executive Order No. 1919½ of April 21, 1914, and Executive Order No. 2242 of August 31, 1915

By virtue of the authority vested in the President by section 1 of the Act of March 12, 1914 (38 Stat. 305; 48 U.S.C. 303), and pursuant to Executive Order 10355 of May 26, 1952 (17 F.R. 4831), it is ordered as follows:

1. Executive Order No. 1919½ of April 21, 1914, which withdrew lands for townsite purposes, and Executive Order No. 2242 of August 31, 1915, which withdrew lands in Alaska for townsite and other purposes in connection with the construction and operation of railroad lines, are hereby revoked so far as they affect the following described lands:

ANCHORAGE TOWNSITE, EASTERN ADDITION  
Block 23, lots 1 and 2, 7 to 10, inclusive;  
Block 24, lots 4 to 6, inclusive.

The areas described aggregate 63,000 square feet.

2. Until 10 a.m. on February 5, 1966, the State of Alaska shall have a preferred right to select the lands in accordance with the Act of July 28, 1956 (70 Stat. 709; 48 U.S.C. 46-3b), section 6(g) of the Alaska Statehood Act of July 7, 1958 (72 Stat. 339) and the regulations in 43 CFR 2222.9 (formerly 43 CFR Part 76).

3. This order shall not otherwise become effective to change the status of the lands until 10 a.m. on February 5,

1966. At that time they shall be open to the operation of the public land laws generally, subject to valid existing rights, the provisions of existing withdrawals and the requirements of applicable laws. All valid applications received at or prior to 10 a.m. on December 11, 1965, shall be considered as simultaneously filed at that time. Those received thereafter shall be considered in the order of filing.

Inquiries concerning the lands shall be addressed to the Manager, Anchorage District and Land Office, Bureau of Land Management, Anchorage, Alaska.

HARRY R. ANDERSON,  
Assistant Secretary of the Interior.

NOVEMBER 5, 1965.

[F.R. Doc. 65-12121; Filed, Nov. 10, 1965;  
8:46 a.m.]

[Public Land Order 3864]

[Oregon 013158]

#### OREGON

##### Powersite Modification No. 441, Umpqua River, Oregon, To Permit Grant of Right-of-Way

By virtue of the authority vested in the President by section 1 of the Act of June 25, 1910 (36 Stat. 847; 43 U.S.C. 141), and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), and by virtue of the authority contained in the Act of June 9, 1916 (39 Stat. 218), it is ordered as follows:

The Executive Orders of June 4, 1912, and July 24, 1917, creating Powersite Reserves No. 280 and No. 633, respectively, and the Departmental Order of July 13, 1917, establishing Waterpower Designation No. 11, are hereby modified to the extent necessary to permit the grant of a right-of-way of varying widths but not exceeding 200 feet in any part thereof over the following described lands, to Douglas County, under section 2477, U.S. Revised Statutes (43 U.S.C. 932), for construction of a highway as shown on a map on file with the Bureau of Land Management under Oregon 013158 as a part of the application by the County:

##### WILLAMETTE MERIDIAN

T. 25 S., R. 7 W.,  
Sec. 5, lot 2;  
Sec. 6, lot 1.

The lands are described in favorable determination DA-513-Oregon of the Federal Power Commission issued August 23, 1965. As provided by the Commission allowance of the right-of-way shall be subject to the right of the United States, its permittees, or licensees to enter upon, occupy and use any part or all of the subject lands for purposes of power development.

HARRY R. ANDERSON,  
Assistant Secretary of the Interior.

NOVEMBER 5, 1965.

[F.R. Doc. 65-12122; Filed, Nov. 10, 1965;  
8:46 a.m.]



## Title 47—TELECOMMUNICATION

### Chapter I—Federal Communications Commission

[FCC 65-992]

#### PART 18—INDUSTRIAL, SCIENTIFIC, AND MEDICAL EQUIPMENT

##### Certification Regarding Operation

Order. 1. The Commission<sup>1</sup> having under consideration the amendment of § 18.112 of its rules concerning the certification of industrial heating equipment; and

2. It appearing, that § 18.112 provides that in the case of a corporation the certification required in Part I of FCC Form 724 shall be executed by an officer or an authorized employee, but if executed by an authorized employee, an officer shall execute Part II of the certificate; and

3. It further appearing, that the signature requirements of § 18.112 have proved cumbersome for corporations whose officers may not be located near the facility where the industrial heating equipment is being installed; and

4. It further appearing, that an amendment of § 18.112 to permit Part II of FCC Form 724 to be signed either by an officer or any party having authority to bind the corporation would relieve corporations of the cumbersome signature requirements of the present rule, while assuring the Commission of a binding certification; and

5. It further appearing, that the amendments adopted herein pertain to Commission procedure and practice, and hence the notice and effective date requirements of section 4 of the Administrative Procedure Act are not applicable; and

6. It further appearing, that the amendments adopted herein are issued pursuant to authority contained in section 4(i) and 303(r) of the Communications Act of 1934, as amended:

7. It is ordered, Effective November 12, 1965, that § 18.112 of the Commission's rules is amended to read as follows:

##### § 18.112 Certification regarding operation.

The certification required in Part I of FCC Form 724 shall be executed by the owner or lessee of the equipment, in the case of a proprietorship; by one of the partners, in the case of a partnership; or by an officer or authorized employee, in the case of a corporation. If Part I is signed by an authorized employee, Part II shall be executed either by an officer or a party with respect to whom there is on file with the Commission a letter from an officer of the corporation authorizing that party to execute Part II of FCC Form 724.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U.S.C. 303)

<sup>1</sup> Commissioner Hyde absent.

Adopted: November 3, 1965.

Released: November 8, 1965.

[SEAL]

BEN F. WAPLE,  
Secretary.

[F.R. Doc. 65-12141; Filed, Nov. 10, 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 33—SPORT FISHING

##### Upper Souris National Wildlife Refuge, N. Dak.

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.

###### NORTH DAKOTA

##### UPPER SOURIS NATIONAL WILDLIFE REFUGE

Sport fishing on the Upper Souris National Wildlife Refuge, N. Dak., is permitted only on the areas designated by signs as open to fishing. These open areas comprise 7,000 acres, are delineated on maps available at refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, 1006 West Lake Street, Minneapolis, Minn., 55408. Sport fishing shall be in accordance with all applicable State regulations subject to the following special conditions:

(1) The open season for sport fishing on the refuge extends from December 15, 1965, through March 27, 1966, daylight hours only.

(2) The use of minnows or fish, or parts thereof, for bait is not permitted north of the Lake Darling dam.

(3) The provisions of this special regulation supplement the regulations which govern fishing on wildlife refuge areas generally which are set forth in Title 50, Part 33, and are effective through March 27, 1966.

JOHN M. DAHL,  
Refuge Manager, Upper Souris  
National Wildlife Refuge,  
Fozholm, N. Dak., 58738.

NOVEMBER 1, 1965.

[F.R. Doc. 65-12119; Filed, Nov. 10, 1965;  
8:46 a.m.]

#### PART 33—SPORT FISHING

##### Hagerman National Wildlife, Tex.

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.

###### TEXAS

##### HAGERMAN NATIONAL WILDLIFE REFUGE

Sport fishing including frog gigging on the Hagerman National Wildlife Refuge, Tex., is permitted April 1 through September 30, 1966, inclusive, only on areas designated by signs as open to fishing. These open areas, comprising 2,900 acres, are delineated on maps available at refuge headquarters, Sherman, Tex., 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.

The provisions of this special regulations supplement the regulations which govern fishing on wildlife refuge areas generally which are set forth in Title 50, Part 33, and are effective through September 30, 1966.

FRED L. BOLWAHN,  
Refuge Manager, Hagerman  
National Wildlife Refuge,  
Sherman, Tex.

OCTOBER 28, 1965.

[F.R. Doc. 65-12120; Filed, Nov. 10, 1965;  
8:46 a.m.]

## Title 16—COMMERCIAL PRACTICES

### Chapter I—Federal Trade Commission

[Docket 86270.]

#### PART 13—PROHIBITED TRADE PRACTICES

##### Bear Sales Co. and E. Robert Baer

Subpart—Using, selling, or supplying lottery devices: § 13.2475 *Devices for lottery selling.*

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interprets or applies sec. 5, 38 Stat. 719, as amended, 15 U.S.C. 45) [Cease and desist order, Bear Sales Co., et al., Chicago, Ill., Docket 8627, July 8, 1965]

Order requiring a Chicago mail-merchandising firm to desist from furnishing its customers pushcards and other devices to be used in selling its merchandise to the public by means of a game of chance, gift enterprise, lottery scheme, chance, or gaming device, or selling or otherwise disposing of any merchandise by such means.

The order to cease and desist, including further order requiring report of compliance therewith, is as follows:

It is ordered That respondent Bear Sales Co., a corporation, and its officers, and respondent E. Robert Baer, individually and as an officer of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device,



in connection with the offering for sale, sale, or distribution of any merchandise in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Supplying to or placing in the hands of others, push cards or any other device designed or intended to be used in the sale or distribution of merchandise to the public by means of a game of chance, gift enterprise, lottery scheme, chance, or gaming device.

2. Selling or otherwise disposing of any merchandise by means of a game of chance, gift enterprise, lottery scheme, chance, or gaming device.

It is further ordered, That the initial decision of the hearing examiner, as modified, be, and it hereby is, adopted as the decision of the Commission.

It is further ordered, That respondents shall, within sixty (60) days after service upon them of this order, file with the Commission a report, in writing, setting forth in detail the manner and form in which they have complied with the order to cease and desist contained herein.

Issued: July 8, 1965.

[SEAL] JOSEPH W. SHEA,  
Secretary.

[F.R. Doc. 65-12118; Filed, Nov. 10, 1965;  
8:46 a.m.]

## PART 15—ADMINISTRATIVE OPINIONS AND RULINGS

### Use of the Word "Chamois"

#### § 15.1 Use of the word "chamois."

Any use of the word "chamois" in conjunction with a product not made from (a) the skin of the Alpine antelope or (b) sheepskin fleshers which have been oil-tanned after removal of the grain layer is unlawful and a deceptive act or practice in commerce.

(38 Stat. 717, as amended; 15 U.S.C. 41-58)

The Commission was requested to express an opinion concerning the legality of describing unsplit sheepskin as "Chamois-like Sheepskin" or "Chamois-type Sheepskin" on the basis, it is claimed, that the product looks and feels

like chamois leather, and possesses the same qualities as the genuine product.

This problem has been before the Commission in different forms on several occasions. In each instance the Commission has taken the position that it will prohibit the branding or labeling of leather products as "Chamois," "Chamois Type" or "Chamois Like" unless such products are made, (a) from the skin of the Alpine antelope, commonly known and referred to as Chamois, or (b) from sheepskin fleshers which have been oil-tanned after removal of the grain layer.

The word "chamois" has its origin in the common name of a small goatlike Alpine antelope whose skin was made into a soft, pliable leather used in the manufacture of gloves, and for polishing such articles as glass, jewelry, fine metals and wood. It possessed the additional feature of absorbing water readily and returning, when dry, to its original state of softness and pliability. The animal became virtually extinct for commercial purposes about 1890 and since that time the word acquired a secondary meaning after being widely used commercially to designate certain leathers produced from split sheepskin fleshers.

The necessity for splitting sheepskin is to remove the impervious grain layer so as to make the underside more receptive to tanning. Since the two layers do not react at the same rate, should an amount of the grain layer remain the skin will not stretch uniformly and will eventually rip and crumble. In any event, irrespective of the relative merits of the many processes which may be employed to produce the leather, the fact remains that the grain layer must be separated from the sheepskin flesher in order that an acceptable chamois will result. This requirement the requesting party's product does not fulfill.

The claim that the subject product is equal in all respects to genuine chamois is not true, since the grain layer has not been removed. The genuine product has become firmly established in industry and elsewhere as herein defined, and such product is what the public is entitled to get when it purchases chamois even though the choice may be dictated by caprice or fashion, or perhaps by ig-

norance. The fact that the product is equal or will serve substantially the same purpose is wholly immaterial. *F.T.C. vs. Algoma Lumber Co.*, 291 U.S. 67, 78. To the same effect see *Benton Announcements, Inc., vs. F.T.C.*, 130 F. 2d 254.

The question posed herein is whether the word chamois might be a permissible designation for the subject product if qualifying terms as "like" or "type" were added. Use of the word in any manner is a representation that the product is that which has traditionally been sold as chamois and so accepted by the public after years of buying experience. Although the ordinary purchaser may not know how chamois is made, he is entitled to believe that the particular product sold under that name is in fact a chamois as it is understood in the industry, and such implication cannot be offset by qualifying words. After reading both, an ordinary consumer would still not know the truth about the product without resort to specialized information. In other words, the capacity and tendency to deceive through any other application of the word chamois would continue to exist.

The requesting party was advised that the definition of chamois has become firmly established in law, in industry, and in the public's mind to mean nothing less than those leather products made from the skin of the Alpine antelope or from the fleshers of sheepskin which have been oil-tanned after removal of the grain layer and that any other use of the word, whether or not modified by qualifying language, to describe leather made by other or incomplete processes would serve only to dilute its accepted meaning and would not be in the general public interest. Consequently, to label the subject product in the manner contemplated would be a deceptive practice and subject the requesting party to a charge of violation of section 5, Federal Trade Commission Act.

By direction of the Commission.

Dated: November 8, 1965.

[SEAL] JOSEPH W. SHEA,  
Secretary.

[F.R. Doc. 65-12133; Filed, Nov. 10, 1965;  
8:47 a.m.]



# Proposed Rule Making

## DEPARTMENT OF THE TREASURY

Internal Revenue Service

[ 26 CFR Part 1 ]

### INCOME TAXES

#### Consolidated Returns; Hearing

The proposed amendment to the regulations under section 1502 of the Code, relating to Consolidated Returns, was published in the FEDERAL REGISTER for October 1, 1965.

A public hearing on the provisions of this proposed amendment to the regulations will be held starting on Wednesday, December 8, 1965, at 10 a.m., and continuing if necessary on December 9, and 10. The hearing will be held in Room 43, Smithsonian Institution, Natural History Building, 10th and Constitution Avenue NW., Washington, D.C.

Persons who plan to attend the hearing are requested to notify the Commissioner of Internal Revenue, Attention: CC:LR:T, Washington, D.C., 20224, by December 3, 1965. Telephone (Washington, D.C.) 964-3970.

[SEAL]

PAUL F. SCHMID,

Acting Director,

Legislation & Regulations Division.

[F.R. Doc. 65-12206; Filed, Nov. 10, 1965; 8:49 a.m.]

## FEDERAL HOME LOAN BANK BOARD

[ 12 CFR Part 545 ]

[No. 19,480]

### FEDERAL SAVINGS AND LOAN SYSTEM

#### Operations; Loans in Excess of 80 Percent of Value

NOVEMBER 5, 1965.

Resolved that, pursuant to Part 508 of the general regulations of the Fed-

eral Home Loan Bank Board (12 CFR Part 508) and § 542.1 of the rules and regulations for the Federal Savings and Loan System (12 CFR 542.1), it is hereby proposed that § 545.6-1 of the rules and regulations for the Federal Savings and Loan System (12 CFR 545.6-1) be amended by an amendment, the substance of which is as follows:

Amend subdivisions (v), (vi), and (vii) of subparagraph (4) of paragraph (a) of § 545.6-1 to read as follows:

§ 545.6-1 Lending powers under sections 13 and 14 of Charter K.

(a) Homes or combination of homes and business property. \* \* \*

(4) Loans in excess of 80 percent of value. \* \* \*

(v) The borrower, including a purchaser defined as a borrower in the proviso clause of subdivision (x) of this subparagraph, has executed, not earlier than the date on which the security instrument securing the loan is executed and, except as provided by subdivision (x) of this subparagraph, not later than the date on which any disbursement on the loan is made, a certification in writing stating (a) the purpose for which the loan is sought and, if for the purpose of enabling the borrower to purchase the security property, the name of the vendor or vendors; (b) that no lien or charge upon such property, other than the lien of the association or liens or charges which will be discharged from the proceeds of the loan, has been given or executed by the borrower or has been contracted or agreed to be so given or executed; and (c) that the borrower is actually occupying the property as a dwelling or that the borrower in good faith intends to do so;

(vi) If the loan is sought or assumed for the purpose of enabling a purchaser to acquire the security property, the vendor or vendors have executed, not earlier nor later than the dates specified in subdivision (v) of this subparagraph, a certification in writing stating that no lien or charge upon such property, other

than the lien of the association or liens or charges which will be discharged from the proceeds of the loan, has been given or executed to the vendor or vendors by the purchaser or has been contracted or agreed to be so given or executed;

(vii) If the loan is sought or assumed for the purpose of enabling a purchaser to acquire the security property, the purchaser and the vendor or vendors have jointly executed, prior to approval of the loan, a certification in writing stating (a) the purchase price of the security property and the items comprising such price and (b) that there is outstanding a contract or agreement between the vendor or vendors and the purchaser that the security property will be conveyed to the purchaser;

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

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

By the Federal Home Loan Bank Board.

[SEAL] GRENVILLE L. MILLARD, Jr.,  
Assistant Secretary.

[F.R. Doc. 65-12150; Filed, Nov. 10, 1965; 8:49 a.m.]



# Notices

## INTERSTATE COMMERCE COMMISSION

[Notice No. 842]

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

NOVEMBER 5, 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 200 (Sub-No. 209), filed October 29, 1965. Applicant: RISS & COMPANY, INC., Temple Building, 903 Grand Avenue, Kansas City, Mo. Applicant's representative: Ivan E. Moody, 1111 Scarritt Building, Kansas City, Mo. 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, live poultry, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), serving Winchester, Ind., as an off-route point in connection with applicant's regular route operations between Kingdom City, Mo., and New York City, N.Y. Note: If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 1540 (Sub-No. 16), filed October 29, 1965. Applicant: J. D. LEONARD, INC., 232 North George Street, York, Pa. Applicant's representative: Basil A. Shorb, 101 East Market Street, York, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Furniture and bedding*, in less than truck load shipments, from points in York County, Pa., to points in Ohio, Michigan, New York, New Jersey, Connecticut, Massachusetts, Rhode Island, Delaware, Maryland, Virginia, West Virginia, Pennsylvania, and District of Columbia, and *refused, damaged, and rejected merchandise*, on return. Note: If a hearing is deemed necessary, applicant requests it be held at York, Pa.

No. MC 2202 (Sub-No. 285), filed October 27, 1965. Applicant: ROADWAY EXPRESS, INC., 1077 Gorge Boulevard, Akron, Ohio. Applicant's representative: William O. Turney, 2001 Massachusetts Avenue NW., Washington, D.C., 20036. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between 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, 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 Washington, D.C.

No. MC 3560 (Sub-No. 23), filed October 28, 1965. Applicant: GENERAL EXPRESSWAYS, INC., 1205 South Platte River Drive, Denver, Colo., 80223. Applicant's representative: Ken Wolford, 1205 South Platte River Drive, Denver, Colo., 80223. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, com-

modities in bulk, and those requiring special equipment), between junction U.S. Highway 6 and Ohio Highway 192 approximately 2 miles east of Edgerton, Ohio, and junction U.S. Highway 6 and U.S. Highway 20 at or near Fremont, Ohio, over U.S. Highway 6, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular route operations, and serving the junction of U.S. Highway 6 and U.S. Highway 20 for joinder only. Note: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 8948 (Sub-No. 65), filed October 25, 1965. Applicant: WESTERN GILLETTE, INC., 2550 East 28th Street, Los Angeles, Calif. Applicant's representative: Hugh T. Matthews, 630 Fidelity Union Tower, Dallas, Tex. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except classes A and B explosives (other than explosives, incendiary, gas, smoke, or tear-producing ammunition), and except livestock, articles of unusual value, household goods as defined by the Commission, bulk commodities, and commodities requiring special equipment), (1) between Freeport and Texas City, Tex.; from Freeport over Texas Farm-To-Market Road 1561 to junction Texas Highway 6 at or near Hitchcock, Tex., thence over Texas Farm-To-Market Road 519 to junction Texas Highway 341, thence over Texas Highway 341 to junction Loop 197, and thence over Loop 197 to Texas City, and return over the same route, serving all intermediate points, and (2) between Freeport and Galveston, Tex.; (a) from Freeport over Texas Farm-To-Market Road 1561 to junction Texas Highway 6 at or near Hitchcock, Tex., thence over Texas Highway 6 to junction U.S. Highway 75, and thence over U.S. Highway 75 to Galveston, and return over the same route, serving all intermediate points, and (b) over County Road 257 (commonly known as San Luis Beach Road), serving all intermediate points. Note: If a hearing is deemed necessary, applicant requests it be held at Houston, Tex.

No. MC 10928 (Sub-No. 51), filed October 25, 1965. Applicant: SOUTHERN-PLAZA EXPRESS, INC., 175 Linfield Drive, Menlo Park, Calif. 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 Freeport and Texas City, Tex., from Freeport over Texas Highway 288 to junction Texas Farm-To-Market

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



Road 1561, thence over Texas Farm-To-Market Road 1561 to junction Texas Highway 6 at or near Hitchcock, thence over Texas Highway 6 to junction Texas Farm-To-Market Road 519, thence over Texas Farm-to-Market Road 519 to junction Texas Highway 341, thence over Texas Highway 341 to Texas City, and return over the same route, serving all intermediate points, (2) between Freeport and Galveston, Tex., from Freeport over Texas Highway 288 to junction Texas Farm-to-Market Road 1561, thence over Texas Farm-to-Market Road 1561 to junction Texas Highway 6 at or near Hitchcock, thence over Texas Highway 6 to junction U.S. Highway 75, thence over U.S. Highway 75 to Galveston, and return over the same route, serving all intermediate points, and (3) between Galveston and Freeport, Tex., over County Highway 257 (commonly known as San Luis Beach Road), serving all intermediate points. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Houston, Tex.

No. MC 21170 (Sub-No. 124), filed October 29, 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 Milton, Pa., to points in Illinois, Iowa, Kansas, Missouri, Minnesota, Nebraska, and Wisconsin. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 21170 (Sub-No. 125), filed October 29, 1965. Applicant: BOS LINES, INC., 408 South 12th Avenue, Marshalltown, Iowa, 50158. Authority sought to operate as a *common carrier*, by motor vehicle over irregular routes, transporting: *Foodstuffs*, from La Porte, Ind., to points in Iowa, Kansas, Minnesota, Missouri, Nebraska, and Wisconsin. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 21170 (Sub-No. 126), filed October 29, 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*, (1) from Decatur and Lawton, Mich., to points in Illinois, Indiana, and Kentucky, and (2) from Decatur, Mich., to points in Missouri. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Lansing, Mich.

No. MC 21170 (Sub-No. 127), filed November 1, 1965. Applicant: BOS LINES, INC., 408 South 12th Avenue, Marshalltown, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles*, distributed by meat packinghouses, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Denison and Iowa Falls, Iowa, to points in Connecticut, Delaware, Illinois, Indiana, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minne-

sota, Missouri, Nebraska, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, Colorado, California, Washington, Oregon, Arizona, Idaho, Utah, and the District of Columbia. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 23939 (Sub-No. 160), filed October 25, 1965. Applicant: ASBURY TRANSPORTATION CO., a corporation, 2222 East 38th Street, Los Angeles 58, Calif. Applicant's representative: Warren N. Grossman, 740 Roosevelt Building, 727 West Seventh Street, Los Angeles 17, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid hydrogen*, in bulk, in tank vehicles, between the plantsite of Air Products & Chemicals, Inc., within 1 mile of Long Beach, Calif., and points in Illinois and Missouri. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif.

No. MC 26739 (Sub-No. 51), filed October 25, 1965. Applicant: CROUCH BROS., INC., Post Office Box 1059, St. Joseph, Mo., 64502. 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 Salina, Kans., to points in Illinois, Iowa, Missouri, and Nebraska. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 29566 (Sub-No. 113), filed October 29, 1965. Applicant: SOUTHWEST FREIGHT LINES, INC., 1400 Kansas Avenue, Kansas City, Kans. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts, 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 (except hides and commodities in bulk in tank vehicles), from Wichita, Kans., to points in Arkansas, Illinois, Missouri, Oklahoma, and Wisconsin. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Wichita, Kans.

No. MC 29886 (Sub-No. 219), filed October 22, 1965. Applicant: DALLAS & MAVIS FORWARDING CO. INC., 4000 West Sample Street, South Bend, Ind. Applicant's representative: Charles Pieroni, 4000 West Sample Street, South Bend 21, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Concrete storage and mixing plants*, (2) *grading and road making machinery and equipment*, (3) *construction forms*, (4) *attachments and accessory equipment for the commodities listed in (1), (2), and (3) above*, and (5) *parts for the commodities described in (1), (2), (3), and (4) above*, from Madison, Ind., to

points in Colorado, Connecticut, Delaware, Illinois, Iowa, Kansas, Maine, Maryland, Massachusetts, Michigan, Missouri, Minnesota, Nebraska, New Jersey, New Hampshire, New York, North Dakota, Ohio, Pennsylvania, Rhode Island, South Dakota, Vermont, Wisconsin, Wyoming, and the District of Columbia. **NOTE:** Applicant states no duplicating authority is sought. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 30844 (Sub-No. 200), filed October 25, 1965. Applicant: KROBLIN REFRIGERATED XPRESS, INC., Post Office Box 5000, Waterloo, Iowa. 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: *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 Schuyler, Nebr., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and the District of Columbia. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 30844 (Sub-No. 201), filed October 27, 1965. Applicant: KROBLIN REFRIGERATED XPRESS, INC., Post Office Box 5000, Waterloo, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from the plantsite of American Home Foods, Inc., located at or near Milton, Pa., to points in Colorado, Indiana, Illinois, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, Oklahoma, and Wisconsin. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 33278 (Sub-No. 15), filed October 25, 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, livestock, classes A and B explosives other than small arms ammunition, household goods as defined by the Commission, currency, bullion, commodities exceeding ordinary equipment and loading facilities, loose bulk commodities, and other commodities expressly prohibited by law), between Bloomington, and Rockford, Ill., from Bloomington over U.S. Highway 51 to Rockford, and return over the same route, serving no intermediate points and serving Bloomington for joinder purposes only, as an alternate route for operating convenience only in connection with applicant's authorized regular route operations between St. Louis, Mo.,



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

No. MC 42919 (Sub-No. 7), filed October 28, 1965. Applicant: COASTAL TRUCKWAYS, INC., 200 Factory Street, Post Office Box 225, Wilkesboro, N.C. Applicant's representative: H. Overton Kemp, Room 101, 327 North Tryon Street, Post Office Box 20202, Charlotte, N.C. 28202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, in containers, including, but not limited to, beer, beer tonic, ale, porter, and stout, from Baltimore, Md., and Newark, N.J., to points in North Carolina west of U.S. Highway 1. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Charlotte, N.C.

No. MC 42963 (Sub-No. 36), filed October 27, 1965. Applicant: DANIEL HAMM DRAYAGE COMPANY, a corporation, Second and Tyler Streets, St. Louis, Mo., 63102. 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: *Cement*, from the plantsite of Marquette Cement Manufacturing Co. at St. Louis, Mo., to points in Illinois. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or St. Louis, Mo.

No. MC 48374 (Sub-No. 7), filed October 25, 1965. Applicant: FERNSTROM STORAGE AND VAN COMPANY, a corporation, Post Office Box 8801, Chicago 66, Ill. Applicant's representative: Donald A. Morken, 1000 First National Bank Building, Minneapolis, Minn., 55402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in the United States (except Hawaii and Alaska). **NOTE:** Applicant states that it presently holds authority to and from 35 states and the District of Columbia. Twenty-eight of said states are nonradial and 7 of said states are radial to and from 20 states and the District of Columbia. Applicant does not seek any duplicating authority. If the authority applied for is issued, applicant is willing to surrender its existing authority contained in Docket MC 48374 Subs 4 and 6. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 52751 (Sub-No. 52) (Amendment), filed October 20, 1965, published in *FEDERAL REGISTER* issue of November 4, 1965, and republished as amended this issue. Applicant: ACE LINES, INC., 4143 East 43d Street, Des Moines, Iowa, 50317. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines, Iowa, 50306. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Agricultural machinery*, (2) *agricultural machinery parts*, and (3) *self-propelled loaders and attachments*, from Owatonna, Minn., to Omaha, Nebr., and points in Illinois, Iowa, Minnesota, North Dakota, and

South Dakota. **NOTE:** The purpose of this republication is to correct the commodity description of Part (3). If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., Madison, Wis., or Minneapolis, Minn.

No. MC 56679 (Sub-No. 14), filed October 22, 1965. Applicant: BROWN TRANSPORT CORP., 1057 Ridge Avenue SW., Atlanta, Ga., 30315. Applicant's representative: R. J. Reynolds, Jr., 403-11 Healey Building, Atlanta, Ga., 30303. 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 Millen, Ga., and Savannah, Ga.; from Millen over Georgia Highway 17 to junction U.S. Highway 80, thence over U.S. Highway 80 to Savannah and return over the same route, serving all intermediate points; (2) between Wrens, Ga., and Thomson, Ga., over Georgia Highway 17, serving all intermediate points; (3) between Wrens, Ga., and Harlem, Ga., over Georgia Highway 47, serving all intermediate points; and (4) serving Hephzibah and Blythe, Ga., as off-route points in connection with applicant's authorized regular-route operations. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 61592 (Sub-No. 53), filed October 29, 1965. Applicant: JENKINS TRUCK LINE, INC., 3708 Elm Street, Bettendorf, Iowa, 52722. Applicant's representative: Val M. Higgins, 1000 First National Bank Building, Minneapolis, Minn., 55402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Experimental and show-display tractors and farm industrial machinery and equipment*, which, at the time of movement are being transported for the purposes of display or experiment, and not for sale, and *incidental paraphernalia*, moving in the same vehicles and at the same time, between points in the United States (except Alaska and Hawaii). **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 64932 (Sub-No. 386), filed October 26, 1965. Applicant: ROGERS CARTAGE CO., a corporation, 1439 West 103d Street, Chicago, Ill., 60643. 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: *Gin*, in bulk, in tank vehicles, from Pekin, Ill., to points in Illinois, Missouri, Kentucky, Ohio, Indiana, Minnesota, Michigan, Massachusetts, Rhode Island, New York, New Jersey, Pennsylvania, Connecticut, and West Virginia. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 64932 (Sub-No. 387), filed October 28, 1965. Applicant: ROGERS CARTAGE CO., a corporation, 1439 West 103d Street, Chicago, Ill., 60643. Applicant's representative: David Axelrod, 39

South La Salle Street, Chicago, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chemicals*, in bulk, from Wichita, Kans., and points within ten (10) miles thereof, to points in the United States (except Alaska and Hawaii). **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 71516 (Sub-No. 74), filed October 25, 1965. Applicant: ALABAMA HIGHWAY EXPRESS, INC., 3300 Fifth Avenue South, Birmingham, 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: *Iron and steel and iron and steel articles* (except those requiring special equipment), from Sterling and Rock Falls, Ill., to points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, Virginia, and West Virginia. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky., or Nashville, Tenn.

No. MC 80428 (Sub-No. 52), filed October 28, 1965. Applicant: MC BRIDE TRANSPORTATION, INC., Main and Nelson Streets, Goshen, N.Y. Applicant's representative: Robert V. Gianniny, 900 Midtown Tower, Rochester 4, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid sugar*, *invert sugar*, and *molasses*, in tank vehicles, and *dry sugar*, from Boston, Mass., to points in New York, and *reflected and returned shipments*, on return. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 83539 (Sub-No. 163), filed October 25, 1965. Applicant: C & H TRANSPORTATION CO., INC., 1935 West Commerce Street, Post Office Box 5976, Dallas, Tex., 75222. Applicant's representative: W. T. Brunson, 419 Northwest 6th Street, Oklahoma City, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic conduit*, *pipe or tubing*, with or without valves or fittings, *compound*, *joint sealer*, *bonding cement*, *primer*, *coating*, *thinner*, and *accessories*, used in the installation of such conduit, pipe or tubing, from points in Oklahoma County, Okla., to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, Ohio, Pennsylvania, and West Virginia. **NOTE:** Applicant states it now holds no authority that it will tack with the authority sought herein. If a hearing is deemed necessary, applicant requests it be held at Oklahoma City, Okla.

No. MC 84737 (Sub-No. 76) (Amendment), filed May 24, 1965, published *FEDERAL REGISTER* issue of July 15, 1965, amended September 13, 1965, and republished as amended this issue. Applicant: NILSON MOTOR EXPRESS, a corporation, Post Office Box 3616, Charleston, S.C., 29407. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Gen-*



eral 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, commodities moving in vehicles equipped mechanical refrigeration and those injurious or contaminating to other lading); between points in Florida (except those west of the Apalachicola River and those in Duval County), on the one hand, and, on the other, points in South Carolina, North Carolina, and Suffolk, Roanoke, Norfolk, Martinsville, Richmond, and Winchester, Va., Washington, D.C., and Baltimore, Md. **NOTE:** The purpose of this republication is to more clearly set forth the commodity and territorial descriptions. If a hearing is deemed necessary, applicant requests it be held at Columbia, S.C.

No. MC 84739 (Sub-No. 19), filed November 1, 1965. Applicant: SEVERSON TRANSPORT, INC., Route 1 Box 163, Edgerton, Wis. 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: *Canned foodstuffs*, from the plantsites of the Green Giant Co. located at or near Beaver Dam, Fox Lake, Ripon, and Rosendale, Wis., to points in Indiana, Kentucky, Michigan, and Ohio. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 87730 (Sub-No. 24), filed October 27, 1965. Applicant: R. W. BOZEL TRANSFER, INC., 414 West Camden Street, Baltimore, Md. Applicant's representative: Donald E. Cross, Munsey Building, Washington, D.C., 20004. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Food and foodstuffs*, fit for human and animal consumption, in vehicles equipped with mechanical refrigeration, (1) from Baltimore, Md., and Washington, D.C., to points in Virginia and North Carolina, (2) from Richmond and Norfolk, Va., to points in North Carolina, and (3) from Richmond and Norfolk, Va., to Baltimore, Md., and Washington, D.C. **NOTE:** Applicant seeks no duplicative authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 94265 (Sub-No. 162), filed October 26, 1965. Applicant: BONNEY MOTOR EXPRESS, INC., Post Office Box 12388, Thomas Corner Station, Norfolk, Va. Applicant's representative: Harry C. Ames, Jr., Transportation Building, Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Canned goods*, from points in Sussex County, Del., and Fruitland, Md., to points in Alabama, Arkansas, Louisiana, Mississippi, and Tennessee. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 96498 (Sub-No. 21), filed October 18, 1965. Applicant: BONFIELD BROS. TRUCK LINES, INC., 1200 East Second Street, Metropolis, Ill. Authority sought to operate as a common carrier,

by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), between junction U.S. Highway 45 and Illinois Highway 141 and Mount Vernon, Ind.; from junction U.S. Highway 45 and Illinois Highway 141 over Illinois Highway 141 to the Illinois-Indiana State line, thence over Indiana Highway 62 to Mount Vernon, 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 St. Louis, Mo.

No. MC 96498 (Sub-No. 23), filed October 28, 1965. Applicant: BONFIELD BROS. TRUCK LINES, INC., 1200 East Second Street, Metropolis, 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, and those requiring special equipment), serving points in that portion of Indiana beginning at Mount Vernon, Ind., and extending west along Indiana Highway 62 to the Wabash River, thence south along the shores of the Wabash River to the Ohio River, thence east along the shores of the Ohio River to Mount Vernon, Ind., the point of beginning, and Uniontown, Ky., and points within (5) five miles thereof, as off-route points in connection with applicant's authorized regular-route operations between Benton, Ill., and Evansville, Ind. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 102616 (Sub-No. 775), filed October 26, 1965. Applicant: COASTAL TANK LINES, INC., 501 Grantley Road, York, Pa., 17405. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Aviation gasoline and jet fuel*, in bulk, in tank vehicles, from Port Mahon, Del., to Wallops Island, Va. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 103051 (Sub-No. 203), filed October 22, 1965. Applicant: FLEET TRANSPORT COMPANY, INC., 340 Armour Drive NE., Atlanta, Ga., 30324. Applicant's representative: R. J. Reynolds, Jr., Suite 403-411, Healey Building, Atlanta, Ga., 30303. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Phosphate rock and phosphate by-products, including phosphoric acid and super phosphate*, in bulk, in tank, hopper or other special vehicles, from Occidental, Fla., and point within 15 miles thereof, to points in Georgia on and south of U.S. Highway 80. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 104893 (Sub-No. 7), filed October 26, 1965. Applicant: H. GORDON TRUMAN, St. Leonard, Md. Ap-

plicant's representative: Chester A. Zyblut, 1000 Connecticut Avenue NW., Washington, D.C., 20036. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Building materials and supplies* (except nails, building materials, in bulk, and gypsum and gypsum products), between La Plata, Md., and points within eight (8) miles thereof, on the one hand, and, on the other, points in West Virginia, Delaware, Pennsylvania, New Jersey, New York, and Virginia (except points in Loudoun, Fauquier, Fairfax, Arlington, Prince William, Stafford, and Culpeper Counties, Va., and Alexandria, Va.), within 250 miles of St. Leonard, Md. **NOTE:** Applicant states he now holds authority to provide the aforementioned transportation between St. Leonard, and points in Calvert County, Md., within 15 miles of St. Leonard, on the one hand, and, on the other, the territory heretofore described. The purpose of this application is to extend authority to serve La Plata and 8 miles to and from the points in the same destination area. If a hearing is deemed necessary, applicant does not specify a place of hearing.

No. MC 105463 (Sub-No. 5), filed October 28, 1965. Applicant: C. E. HORNBACK, INC., 400 West 9th, Tama, Iowa. Applicant's representative: Homer E. Bradshaw, 5th Floor Central National Building, Des Moines, Iowa, 50309. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Paper, paper products, paper mill machinery and parts thereof and commodities used in the manufacture of paper products*, between Tama, Iowa, on the one hand, and, on the other, Griffith, Ind., and points in Indiana lying within the commercial zone of Chicago, Ill., and points in Kansas. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 106674 (Sub-No. 45), filed October 22, 1965. Applicant: OSBORNE TRUCKING CO., INC., Vincennes, Ind. Applicant's representative: Thomas F. Kilroy, Federal Bar Building, 1815 H Street NW., Washington, D.C., 20006. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Clay*, in containers, (1) from points in Pulaski County, Ill., to points in Alabama, Arkansas, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Virginia, West Virginia, Wisconsin, and the District of Columbia, and (2) from Paris, Tenn., to points in Connecticut, Kentucky, Michigan, North Dakota, and Rhode Island, and damaged, rejected, and returned shipments on return, in (1) and (2) above. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.



No. MC 106674 (Sub-No. 46), filed October 27, 1965. Applicant: OSBORNE TRUCKING CO., INC., Vincennes, Ind. Applicant's representative: Thomas F. Kilroy, Federal Bar Building, 1815 H Street NW., Washington, D.C., 20006. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fertilizer, fertilizer materials, compounds, and ingredients, feed and feed ingredients, from Cairo, Ill., to points in Arkansas, Kentucky, Tennessee, Indiana, and Illinois.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 107002 (Sub-No. 269), filed October 25, 1965. Applicant: HEARIN-MILLER TRANSPORTERS, INC., Post Office Box 1123, Highway 80 West, Jackson, Miss., 39205. Applicant's representative: Harry C. Ames, Jr., 529 Transportation Building, Washington, D.C., 20006, and H. D. Miller, Jr., Post Office Box 1250, Jackson, Miss., 39205. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Vegetable oils, animal oils, shortenings, lards and greases, in bulk, in tank vehicles, from Helena and Stuttgart, Ark., to points in Alabama, Arkansas, Louisiana, Mississippi, and Georgia.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn., or New Orleans, La.

No. MC 107107 (Sub-No. 352), filed October 28, 1965. Applicant: ALTERMAN TRANSPORT LINES, INC., Post Office Box 458, Allapattah Station, Miami, Fla., 33142. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, 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 Tennessee (except Memphis and points in its commercial zone as defined by the Commission), North Carolina, South Carolina, Georgia, Alabama, and Florida.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Lincoln, Nebr.

No. MC 107403 (Sub-No. 647), filed October 29, 1965. Applicant: MATHIAS, INC., 10 West Baltimore Avenue, Lansdowne, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Plastic pellets, in bulk, in hopper type vehicles, from Washington, W. Va., to Blanchester, Ohio.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 107403 (Sub-No. 648), filed October 29, 1965. Applicant: MATHIAS, INC., 10 West Baltimore Avenue, Lansdowne, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Phosphatic fertilizer solution, in bulk, in tank vehicles, from the site of storage facilities of Allied Chemical Corp., at Cincinnati, Ohio, to points in*

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

No. MC 107496 (Sub-No. 415), filed October 28, 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: *Anhydrous ammonia, in bulk, from the plant and terminal facilities of Olin Mathieson Chemical Corp. at or near Joliet, Ill., to points in Illinois, Indiana, Iowa, Michigan, Missouri, Minnesota, Wisconsin, Kentucky, and Ohio.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 107496 (Sub-No. 416), filed October 28, 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: *Petroleum and petroleum products, in bulk, from Chillicothe, Ill., to Davenport, Iowa.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo., or Des Moines, Iowa.

No. MC 107496 (Sub-No. 417), filed October 28, 1965. Applicant: RUAN TRANSPORT CORPORATION, Keosauqua Way at Third, Post Office Box 855, Des Moines, Iowa, 50309. 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: *Fertilizer, acids and chemicals, in bulk, in tank vehicles, from Selma, Mo., and points within 5 miles thereof, to points in Illinois, Indiana, Iowa, Kansas, Oklahoma, Kentucky, Tennessee, Ohio, and Arkansas.* NOTE: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 107500 (Sub-No. 97), filed October 25, 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 Beatrice, Nebr., and junction U.S. Highways 36 and 73 (near Hiawatha, Kans.); from Beatrice over U.S. Highway 77 to junction U.S. Highway 36, thence over U.S. Highway 36 to junction U.S. Highway 73 (near Hiawatha, Kans.), and return over the same route, serving the junction U.S. Highways 36 and 73 for purpose of joinder only, as an alternate route for operating convenience only, serving no intermediate points.* NOTE: Applicant states it intends to use the

proposed route in connection with traffic it presently is handling between points in Illinois and Missouri on the one hand, and, on the other, points in Nebraska, Colorado, Wyoming, and Montana. 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 Kansas City, Mo., or Omaha, Nebr.

No. MC 107839 (Sub-No. 91), filed October 25, 1965. Applicant: DENVER-ALBUQUERQUE MOTOR TRANSPORT, INC., Post Office Box 16021, Denver, Colo. 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 (except commodities in bulk, in tank vehicles), from Dodge City, Kans., to points in Alabama, Arkansas, California, Colorado, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Michigan, Mississippi, Missouri, North Carolina, Ohio, Oklahoma, South Carolina, Tennessee, Texas, Virginia, West Virginia, and Wisconsin.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Wichita, Kans.

No. MC 107839 (Sub-No. 92), filed October 28, 1965. Applicant: DENVER-ALBUQUERQUE MOTOR TRANSPORT, INC., 5135 York, Denver, Colo. Applicant's representative: Duane W. Acklie, Box 2028, Lincoln, Nebr., 68501. 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 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); (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 Texas, Oklahoma, Missouri, Kansas, Arkansas, New Mexico, Colorado, Wyoming, Arizona, California, North Dakota, South Dakota, Oregon, Washington, Idaho, Nevada, Montana, Nebraska, and Utah.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Mobile, Ala.

No. MC 109478 (Sub-No. 86), filed October 27, 1965. Applicant: WORSTER MOTOR LINES, INC., East Main Road, Rural Delivery No. 1, North East, Pa. Applicant's representative: William W. Knox, 23 West 10th Street, Erie, Pa.,



16501. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Foodstuffs, including canned carbonated beverages*, from Le Roy, Mount Morris, and Oakfield, N.Y., to Baltimore, Bethesda, and Landover, Md., and the District of Columbia. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Rochester, N.Y.

No. MC 109692 (Sub-No. 19), filed October 25, 1965. Applicant: GRAIN BELT TRANSPORTATION COMPANY, a corporation, Livestock Exchange Building, Kansas City, Mo. Applicant's representative: Tom B. Kretsinger, Suite 510 Professional Building, Kansas City, Mo., 64106. 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, perishable commodities, liquid commodities in bulk, household goods as defined by the Commission, and commodities requiring special equipment), between points in the Kansas City, Mo.-Kans. commercial zone, on the one hand, and, on the other, points in Nebraska. **NOTE:** Applicant states that by this application it seeks to remove its Hollenberg, Kans., and Lanham, Nebr., gateways in connection with its existing operation. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 110098 (Sub-No. 70), filed October 26, 1965. Applicant: ZERO REFRIGERATED LINES, a corporation, 815 Merida Street, Box 7249, Station A, San Antonio, Tex. Applicant's representative: Donald L. Stern, 630 City National Bank Building, Omaha 2, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, 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 Clovis, N. Mex., to points in Arizona. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at San Antonio, Tex.

No. MC 110098 (Sub-No. 71), filed October 26, 1965. Applicant: ZERO REFRIGERATED LINES, a corporation, 815 Merida Street, Box 7249, Station A, San Antonio, Tex. Applicant's representative: Donald L. Stern, 630 City National Bank Building, Omaha 2, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, 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 commodities in bulk, in tank vehicles), from the plantsite of Spencer Packing Co. at or near Schuyler, Nebr., to points in Louisiana, Texas, and Tennessee, restricted to traffic originating at the plantsite of Spencer Packing Co. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 110193 (Sub-No. 124), filed October 27, 1965. Applicant: SAFEWAY TRUCK LINES, INC., 20450 Ireland Road, Post Office Box 2628, South Bend, Ind. Applicant's representative: Walter J. Kobos, Post Office Box 2628, South Bend, Ind. 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 Schuyler, Nebr., to points in Maine, Vermont, New Hampshire, Massachusetts, Connecticut, Rhode Island, New York, Delaware, New Jersey, Pennsylvania, Maryland, Virginia, and Washington, D.C., restricted to traffic originating at the plantsite of Spencer Packing Co. located at Schuyler, Nebr. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr., or Washington, D.C.

No. MC 110365 (Sub-No. 4), filed October 26, 1965. Applicant: WARD MAUST, DONALD MAUST AND DWIGHT MAUST, a partnership, doing business as MAUST BROTHERS, Rural Delivery 4, Berlin, Pa., 15530. Applicant's representative: Arthur J. Diskin, 302 Frick Building, Pittsburgh 19, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Potato chips and other edible food products*, from Berlin, Pa., to points in Ohio, Maryland and West Virginia, and empty containers, on return; (2) *sugar*, from Baltimore, Md., to points in Somerset County, Pa.; and (3) *mine supplies and mining equipment*, from McKees Rocks, Pa., and points in Somerset County, Pa., to points in West Virginia. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 110420 (Sub-No. 488), filed October 25, 1965. Applicant: QUALITY CARRIERS, INC., 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: *Corn syrup, liquid sugar, and blends or mixtures thereof*, in bulk, in tank vehicles, from Elk Grove Village, Ill., to points in Alabama, Arkansas, Colorado, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Virginia, West Virginia, and Wisconsin. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 110525 (Sub-No. 753), filed October 25, 1965. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's representatives: Leonard A. Jaskiewicz, 1155 15th Street NW., Madison Building, Washington, D.C., 20005,

and Edwin H. van Deusen (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum transformer oil*, in bulk, in tank vehicles, from Coraopolis, Pa., to points in Kentucky and that part of Ohio west of U.S. Highway 23 and south of U.S. Highway 40. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 110525 (Sub-No. 754), filed October 27, 1965. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's representatives: Leonard A. Jaskiewicz, 1155 15th Street NW., Madison Building, Washington, D.C., and Edwin H. van Deusen, 520 East Lancaster Avenue, Downingtown, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Asphalt and asphalt products, and coal tar and coal tar products*, in bulk, in tank vehicles, from points in Hamilton County, Ohio, to points in Illinois. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 110541 (Sub-No. 6), filed October 25, 1965. Applicant: MARK E. YODER, INC., 41 Parkway, Schuylkill Haven, Pa. Applicant's representative: Christian V. Graf, 407 North Front Street, Harrisburg, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Anthracite coal*, in bulk, in dump vehicles, from the sites of Manbeck Dredging Co. in Carbon and Schuylkill Counties, Pa., to the plantsite of Matthiessen & Hegeler Zinc Co. at Spelter, Harrison County, W. Va., and (2) *bituminous coal*, in bulk, in dump vehicles, from points in Monongalia, Marion, and Barbour Counties, W. Va., to the plantsite of the New Jersey Zinc Co. in Palmerton, Carbon County, Pa. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 110563 (Sub-No. 36), filed October 25, 1965. Applicant: COLDWAY FOOD EXPRESS, INC., Ohio Building, Sidney, Ohio, 45365. Applicant's representative: Joseph Scanlan, 111 West Washington Street, Chicago, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses* as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Worthington and Mankato, Minn., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and the District of Columbia, and rejected and refused shipments on return. **NOTE:** If a hearing is deemed necessary, applicant does not specify a location.

No. MC 111015 (Sub-No. 7), filed October 29, 1965. Applicant: L. P. M. CORPORATION, 52 Westway, Chappaqua, N.Y. Applicant's representative: William P. Sullivan, 1825 Jefferson Place



NW., Washington, D.C., 20036. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise as is dealt in by manufacturers and refiners of, and dealers in, precious metals and precious metals alloys, and, in connection therewith, materials, supplies, and equipment used in the conduct of such business, between Fairfield, Conn., Providence, R.I., Chicago and Elk Grove, Ill., El Monte, Calif., New York, N.Y. and points in New Jersey and New York within 20 miles of New York, N.Y. on the one hand, and, on the other, points in the United States (except Alaska and Hawaii), restricted to transportation to be performed under a continuing contract or contracts with Handy & Harman, of New York, N.Y.* NOTE: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 111045 (Sub-No. 52), filed October 25, 1965. Applicant: REDWING CARRIERS, INC., 7809 Palm River Road, Post Office Box 426, Tampa, Fla., 33601. Applicant's representative: James A. Harkins (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sulphuric acid*, in bulk, in tank vehicles, from points in Hamilton County, Fla., to points in Alabama, Georgia, and Florida. NOTE: If a hearing is deemed necessary, applicant requests it be held at Jacksonville, or Tallahassee, Fla.

No. MC 111231 (Sub-No. 91), filed October 25, 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: *Frozen foods*, from Kansas City, Kans., to points in Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant does not specify a place for hearing.

No. MC 111231 (Sub-No. 92), filed October 25, 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: *Frozen prepared food and/or pies*, not baked, poultry, dressed or eviscerated, frozen, from Macon, Marshall, Moberly, Carrollton, and Milan, Mo., to points in Missouri on and south of U.S. Highway 40, and those in Arkansas, Oklahoma, and Kansas. NOTE: If a hearing is deemed necessary, applicant requests it be held at St. Louis, or Kansas City, Mo.

No. MC 111434 (Sub-No. 62), filed October 25, 1965. Applicant: DON WARD, INC., Post Office Box 1488, Durango, Colo. Applicant's representative: J. Albert Sebald, Equitable Building, Denver, Colo., 80202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fly ash*, in bulk, from Denver, Colo., to points in New Mexico, Utah, Wyoming, Nebraska, and Kansas, and *rejected shipments on return*. NOTE: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 112520 (Sub-No. 132), filed October 26, 1965. Applicant: McKENZIE TANK LINES, INC., New Quincy Road, Post Office Box 1200, Tallahassee, Fla. Applicant's representative: Sol H. Proctor, 1730 American Heritage Life Building, Jacksonville, Fla., 32202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Clay*, in bulk, from Attapulgus, Ga., to points in Illinois, New Jersey, Ohio, Kansas, Kentucky, and New York. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 112617 (Sub-No. 208), filed October 25, 1965. Applicant: LIQUID TRANSPORTERS, INC., Post Office Box 5135, Cherokee Station, Louisville 5, Ky. Applicant's representative: L. A. Jaskiewicz, 600 Madison Building, 1155 15th Street NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, in tank vehicles, from Seymour, Ind., and points within 10 miles thereof, to points in Illinois, Ohio, and Kentucky. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 112617 (Sub-No. 209), filed October 27, 1965. Applicant: LIQUID TRANSPORTERS, INC., Post Office Box 5135, Cherokee Station, Louisville 5, Ky. Applicant's representative: L. A. Jaskiewicz, 600 Madison Building, 1155 15th Street, NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia*, in bulk, in tank vehicles, from the plant and terminal facilities of the Olin Mathieson Chemical Corp. at or near Joliet, Ill., to points in Illinois, Indiana, Iowa, Michigan, Missouri, Minnesota, Wisconsin, Kentucky, and Ohio. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 112668 (Sub-No. 42), filed October 26, 1965. Applicant: HARVEY R. SHIPLEY & SONS, INC., Post Office, Finksburg, Md. Applicant's representative: Donald E. Freeman, 172 East Green Street, Westminster, Md. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Urea*, in bulk, in dump vehicles, from Claymont, Del., to points in Delaware, Connecticut, Maryland, New Jersey, New York, Ohio, Pennsylvania, Virginia, West Virginia, and the District of Columbia. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 113267 (Sub-No. 159), filed October 25, 1965. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. Applicant's representative: Rubel L. Phillips, Deposit Guaranty Bank Building, Jackson, Miss., 39205. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuff*, in vehicles equipped with mechanical refrigeration, from points in George, Hinds, Rankin, Copiah, and Green Counties, Miss., to points in Louisiana, Texas, Oklahoma, Kansas,

Missouri, Iowa, Minnesota, Wisconsin, Illinois, Indiana, Michigan, Ohio, Georgia, Florida, Tennessee, Alabama, Arkansas, and Kentucky. NOTE: If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss.

No. MC 113388 (Sub-No. 66), filed October 25, 1965. Applicant: LESTER C. NEWTON TRUCKING CO., a corporation, Post Office Box 265, Bridgeville, Del., 19933. Applicant's representative: H. Charles Ephraim, 1411 K Street NW., Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned goods*, from points in Florida to points in Georgia, North Carolina, and South Carolina. NOTE: If a hearing is deemed necessary, applicant requests it be held at Tampa, Fla.

No. MC 113624 (Sub-No. 25), filed October 25, 1965. Applicant: WARD TRANSPORT, INC., Post Office Box 133, Pueblo, Colo. Applicant's representative: Marion F. Jones, Suite 420, Denver Club Building, Denver, Colo., 80202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid feeds*, in bulk, in tank vehicles, (1) from Morrill, Nebr., to points in Colorado, Idaho, Kansas, Montana, South Dakota, Utah, and Wyoming; (2) from Denver, Colo., to points in Arizona, Kansas, Nebraska, New Mexico, California, Oklahoma, Utah, Texas, and Wyoming; and (3) from Omaha, Nebr., to points in Iowa, Minnesota, Missouri, Kansas, and South Dakota. NOTE: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 113651 (Sub-No. 93), filed October 25, 1965. Applicant: INDIANA REFRIGERATOR LINES, INC., 2404 North Broadway, Muncie, Ind. 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 sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plantsite of the Spencer Packing Co. located at Schuyler, Nebr., to points in Maine, Vermont, Massachusetts, New Hampshire, Connecticut, Rhode Island, New York, New Jersey, Delaware, Pennsylvania, Maryland, Virginia, and Washington, D.C., restricted to traffic originating at the plantsite of the Spencer Packing Co., located at Schuyler, Nebr. NOTE: If a hearing is deemed necessary, applicant does not specify location.

No. MC 113651 (Sub-No. 94), filed October 27, 1965. Applicant: INDIANA REFRIGERATOR LINES, INC., 2404 North Broadway, Muncie, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glassware and glass containers*, with or without caps, covers or stoppers and *paper cartons*, used in the packing of glassware and glass containers, from Winchester, Ind., to points in Illinois, Iowa, Minnesota, Missouri and Wisconsin. NOTE: If a hearing is deemed necessary, applicant does not specify place of hearing.



No. MC 113651 (Sub-No. 95), filed October 27, 1965. Applicant: INDIANA REFRIGERATOR LINES, INC., 2404 North Broadway, Muncie, Ind. 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 Missouri. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind., or Chicago, Ill.

No. MC 113666 (Sub-No. 22), filed October 27, 1965. Applicant: FREEDOM TRANSPORT, INC., 1200 Butler Road, Freeport, Pa. Applicant's representative: James W. Hagar, Commerce Building, Post Office Box 432, Harrisburg, Pa., 17108. Authority sought to operate as a common carrier, by motor vehicle over irregular routes, transporting: (1) *Fly ash, fly ash products and byproducts* from points in Allegheny, Beaver, Armstrong, Indiana, and Washington Counties, Pa., to points in Maryland, New York, Ohio, and West Virginia, and (2) *materials used in the production of fly ash products and byproducts* from points in Maryland, New York, Ohio, and West Virginia, to points in Allegheny, Beaver, Armstrong, Indiana, and Washington Counties, Pa. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Pittsburgh, Pa.

No. MC 113678 (Sub-No. 185), filed October 25, 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: *Meat, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in the *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Schuyler, Nebr., to points in North Carolina, South Carolina, Georgia, Florida, Alabama, Illinois, Michigan, Colorado, Missouri, Ohio, Iowa, Maine, Vermont, New Hampshire, Massachusetts, Connecticut, Rhode Island, New York, Delaware, New Jersey, Pennsylvania, Maryland, Washington, California, Oregon, Utah, Idaho, Arizona, Nevada, Virginia, and Washington, D.C., restricted to traffic originating at the plantsite of Spencer Packing Co. at Schuyler, Nebr. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Lincoln, Nebr.

No. MC 113678 (Sub-No. 186), filed October 25, 1965. Applicant: CURTIS, INC., 770 East 51st Avenue, Denver, Colo. Applicant's representative: Donald E. Leonard, Box 2028, Lincoln, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from points in Michigan, to points in Kansas and Iowa. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 113908 (Sub-No. 178) (Correction), filed September 22, 1965, published *FEDERAL REGISTER* of October 14, 1965, and republished as corrected this

issue. Applicant: ERICKSON TRANSPORT CORPORATION, 706 West Tampa, Post Office Box 3180, Springfield, Mo. **NOTE:** The purpose of this republication is to show applicant's correct name as shown in lieu of "GROENSON TRANSPORT CORPORATION" shown in previous publication, in error.

No. MC 114045 (Sub-No. 201), filed October 29, 1965. Applicant: TRANSCOLD EXPRESS, INC., Post Office Box 5842, Dallas, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, from Sterling, Colo., and points within five (5) miles thereof, to points in Colorado, Alabama, Arizona, Arkansas, California, 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 Denver, Colo.

No. MC 114045 (Sub-No. 202), filed October 29, 1965. Applicant: TRANSCOLD EXPRESS, INC., Post Office Box 5842, Dallas, Tex. 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 the *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 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 Washington, D.C., or Salina, Kans.

No. MC 114045 (Sub-No. 203), filed October 29, 1965. Applicant: TRANSCOLD EXPRESS, INC., Post Office Box 5842, Dallas, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, in vehicles equipped with mechanical refrigeration, from points in George, Hinds, Rankin, Copiah, and Greene Counties, Miss., to points in Louisiana, Texas, Oklahoma, Kansas, Missouri, Iowa, Minnesota, Wisconsin, Illinois, Indiana, Michigan, Ohio, Penn-

sylvania, New York, Massachusetts, Connecticut, New Jersey, Delaware, West Virginia, Virginia, North Carolina, South Carolina, Georgia, Florida, Tennessee, Alabama, Arkansas, Kentucky, and Washington, D.C. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss.

No. MC 114211 (Sub-No. 92), filed October 25, 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: *Farm machinery and agricultural implements and parts*, from Hesston, Kans., to points in the United States (except Alaska and Hawaii), and *rejected shipments*, on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 115311 (Sub-No. 51), filed October 25, 1965. Applicant: J & M TRANSPORTATION CO., INC., Post Office Box 589, Americus, Ga., 31709. Applicant's representative: Paul M. Daniell, Suite 1600, First Federal Building, Atlanta, Ga., 30303. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Commodities in bulk*, having prior or subsequent movement by rail or water, between points in Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga., Chicago, Ill., or Washington, D.C.

No. MC 115331 (Sub-No. 163), filed October 29, 1965. Applicant: TRUCK TRANSPORT, INCORPORATED, 707 Market Street, St. Louis, Mo. Applicant's representative: Thomas F. Kilroy, Federal Bar Building, 1815 H Street NW., Washington, D.C., 20006. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas*, in bulk, from Mid American Pipeline Terminal at or near Cantril, Iowa, to points in Illinois and Missouri. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo., or Des Moines, Iowa.

No. MC 115491 (Sub-No. 62) (Amendment), filed March 29, 1965, published *FEDERAL REGISTER* issue of April 14, 1965, amended October 26, 1965, and republished as amended this issue. Applicant: COMMERCIAL CARRIER CORPORATION, 502 East Bridgers Avenue, Auburndale, Fla. Applicant's representative: M. Craig Massey, 223 South Florida Avenue, Post Office Drawer J, Lakeland, Fla. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from points in Cameron and Hidalgo Counties, Tex., to points in Minnesota, Iowa, Nebraska, Colorado, Oklahoma, Arkansas, Louisiana, Mississippi, Wisconsin, Michigan, Illinois, Indiana, Kentucky, Tennessee, Alabama, Ohio, Georgia, North Carolina, South Carolina, Florida, Virginia, West Virginia, Penn-



sylvania, New York, New Jersey, Maryland, Delaware, Connecticut, Vermont, New Hampshire, Maine, Massachusetts, Rhode Island, District of Columbia, Kansas, and Missouri. **NOTE:** The purpose of this republication is to add "points in Cameron County, Tex.," as origin points. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 115491 (Sub-No. 81), filed October 25, 1965. Applicant: COMMERCIAL CARRIER CORPORATION, 502 East Bridgers Avenue, Post Office Drawer 67, Auburndale, Fla. 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, commodities in bulk in tank vehicles, and frozen meats), from points in Adams County, Nebr., to points in Alabama, Florida, Georgia, North Carolina, South Carolina, and Tennessee. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 115491 (Sub-No. 82), filed October 25, 1965. Applicant: COMMERCIAL CARRIER CORPORATION, 502 East Bridgers Avenue, Post Office Drawer 67, Auburndale, Fla. 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 Schuyler, Nebr., to points in Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, and Tennessee. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 115491 (Sub-No. 83), filed October 25, 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: *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 Mankato and Worthington, Minn., to points in Alabama, Florida, Georgia, North Carolina, South Carolina, and Tennessee. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 115826 (Sub-No. 112), filed October 25, 1965. Applicant: W. J. DIGBY, INC., Post Office Box 5088, Terminal Annex, Denver, Colo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Bananas*, and (2) *agricultural products and commodities*,

the transportation of which is partially exempt under the provisions of section 203(b)(6) of the Interstate Commerce Act if transported in vehicles not used in carrying any other property, when moving in the same vehicle at the same time with bananas, (1) from points in California to points in Utah, and (2) from points in Utah to points in Colorado, Idaho, Montana, and Wyoming. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, Utah.

No. MC 115841 (Sub-No. 254), filed October 25, 1965. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Candy, confectioneries, and confectionery products and ingredients*, from Reading and West Reading, Pa., to points in Tennessee, Alabama, Mississippi, and Louisiana. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 116645 (Sub-No. 9), filed October 28, 1965. Applicant: DAVIS TRANSPORT CO., a corporation, Post Office Box 56, Gilcrest, Colo. Applicant's representative: Marion F. Jones, Suite 420, Denver Club Building, Denver, Colo., 80202. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Vinegar*, in bulk, in tank vehicles, from Hutchinson and Wichita, Kans., to points in Colorado, Nebraska, and New Mexico. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Wichita, Kans.

No. MC 117119 (Sub-No. 281), filed October 25, 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: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses* as described in sections A and C, appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Schuyler, Nebr., to points in Missouri, Kansas, Oklahoma, and Arkansas, restricted to traffic originating at the plantsite of Spencer Packing Co. at Schuyler, Nebr. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 117119 (Sub-No. 283), filed October 25, 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: *Food and foodstuffs*, from Memphis, Tenn., to points in Arizona, California, Colorado, Nevada, Oregon, Utah, and Washington. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 117686 (Sub-No. 65), filed October 28, 1965. Applicant: HIRSCHBACH MOTOR LINES, INC., 3324 U.S. Highway 75 North, Sioux City, Iowa. Applicant's representative: J. Max Harding, Post Office Box 2028, Lincoln, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Salina, Kans., to points in Louisiana, Alabama, Mississippi, Oklahoma, Tennessee, Texas, Kansas, and Missouri. **NOTE:** If a hearing is deemed necessary, applicant does not specify a location.

No. MC 118989 (Sub-No. 5), filed October 28, 1965. Applicant: CONTAINER TRANSIT, INC., 5323 South Ninth Street, Milwaukee, Wis. Applicant's representative: Richard A. Hellprin, Post Office Box 941, 222 South Hamilton Street, Madison, Wis., 53701. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Glassware, bottles and containers*, and (2) *caps, covers and/or closures*, for glass containers, and fiberboard boxes, when moving in mixed loads with glassware, bottles and containers, from points in Lake and Will Counties, Ill., to points in Iowa, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, Wisconsin, and Upper Peninsula of Michigan. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 119384 (Sub-No. 8) (Amendment), filed July 6, 1965, published FEDERAL REGISTER issue of July 29, 1965, amended August 25, 1965, and republished in FEDERAL REGISTER issue of September 9, 1965, and republished as amended this issue. Applicant: MORTON TRUCK LINES, INC., 101 West Willis Avenue, Perry, 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*, 62 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, Wisconsin, and South Dakota. **NOTE:** The purpose of this republication is to include points in Michigan, Missouri, and South Dakota, and the entire State of Indiana in the destination territory. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 119422 (Sub-No. 34), filed October 27, 1965. Applicant: EE-JAY MOTOR TRANSPORTS, INC., 15th and Lincoln, Post Office Box 1037, East St. Louis, Ill. Applicant's representative: Ernest A. Brooks II, 1301-02 Ambassador Building, St. Louis, Mo., 63101. Author-



ity sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Cement*, from the plantsite of Marquette Cement Manufacturing Co. at St. Louis, Mo., to points in Illinois. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or St. Louis, Mo.

No. MC 119493 (Sub-No. 18), filed October 27, 1965. Applicant: MONKEM COMPANY, INC., Post Office Box 1196, Joplin, Mo. 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: *Sisal products, baling wire, barbed wire, nails, fence posts, field fence, reinforcement bars and reinforcement mesh*, from Houston and Freeport, Tex., and New Orleans, La., to points in Oklahoma, Arkansas, Colorado, Kansas, Missouri, Illinois, Nebraska, Iowa, South Dakota, Wyoming, Minnesota, Wisconsin, North Dakota, and Montana. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 119767 (Sub-No. 135), filed November 1, 1965. Applicant: BEAVER TRANSPORT CO., a corporation, 100 South Calumet Street, Post Office Box 339, Burlington, Wis., 53105. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from the plantsite or warehouse facilities utilized by American Home Foods, located at or near La Porte, Ind., to points in Illinois, Missouri, and Kansas City, Kans. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 119767 (Sub-No. 136), filed November 1, 1965. Applicant: BEAVER TRANSPORT CO., a corporation, 100 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Flgge (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from points in Michigan, north of U.S. Highway 21, to points in Illinois, Indiana, Ohio, and Wisconsin. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 119923 (Sub-No. 6), filed October 29, 1965. Applicant: LOMAR TRANSPORTATION CO., INC., 2440 East Ontario Street, Philadelphia, Pa., 19137. Applicant's representative: Morris J. Winokur, 1920 Two Penn Center Plaza, John F. Kennedy Boulevard at 15th Street, Philadelphia, Pa., 19102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Cans* and (2) *can and bottle tops and can parts* when constituting separate shipments or when accompanying shipments of the commodities described in (1), between the plantsite of Crown Cork & Seal Co., Inc., located at Philadelphia, Pa., on the one hand, and, on the other, points in New Jersey, New York, Delaware, and Maryland. **NOTE:** Applicant states: "Applicant presently transports such commodities under its authority in Sub 1, authorizing the transportation of 'tin ware and tin articles.' The pur-

pose of this application is to enable the applicant to perform exactly the same transportation between the same points if such cans, can and bottle tops and can parts are manufactured of material other than tin." If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 123393 (Sub-No. 102), filed October 27, 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: *Foodstuffs*, from Macon, Marshall, Moberly, Carrollton, and Milan, Mo., to points in Arkansas, Oklahoma, and Kansas. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Jefferson City, Mo.

No. MC 123393 (Sub-No. 103), filed October 27, 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: *Meat products, meat byproducts, and articles* distributed by meat packinghouses as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Schuyler, Nebr., to points in North Carolina, South Carolina, Georgia, Florida, and Alabama (restricted to traffic originating at the plantsite of Spencer Packing Co. at Schuyler, Nebr.). **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 123615 (Sub-No. 2), filed October 27, 1965. Applicant: TRANSPET, INC., 36 Cooper Square, New York, N.Y. Applicant's representative: A. David Millner, 1060 Broad Street, Newark, N.J., 07102. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Pet supplies, pet foods, and pet accessories, pet tonics and insecticides, and returned, rejected or damaged merchandise*, between New York, N.Y., and Chicago, Ill. Restricted to service under contract with Hartz Mountain Products Corp., New York, N.Y. **NOTE:** If a hearing is deemed necessary, applicant does not specify place of hearing.

No. MC 123615 (Sub-No. 3), filed October 27, 1965. Applicant: TRANSPET, INC., 36 Cooper Square, New York, N.Y. Applicant's representative: A. David Millner, 1060 Broad Street, Newark, N.J., 07102. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Pet supplies, pet foods, and pet accessories, pet tonics, and insecticides*, from Harrison and Bloomfield, N.J., to Leeds, Ala., Phoenix, Ariz., Denver, Colo., Hialeah, Tampa, and Winter Park, Fla., Hapeville, Ga., Addison and Chicago, Ill., Indianapolis, Ind., Des Moines, Iowa, Wichita, Kans., Lacombe and Houghton, La., Romulus, Mich., Minneapolis, Minn., Bridgeton, Mo., Canandaigua, N.Y., Kernersville, N.C., Independence and Loveland, Ohio, Oklahoma City and Tulsa, Okla., Pittsburgh and Silver Spring, Pa.,

Chattanooga, Tenn., Dallas, El Paso, Houston, Lubbock and San Antonio, Tex., and New Berlin, Wis., and returned, rejected, or damaged merchandise, on return. Restricted to: Service under contract with Aquarium Supply Co. (Division of Sternco Industries, Inc.), Long Life Fish Products (Division of Sternco Industries, Inc.), Pet Needs, Inc., Hartz Mountain Products Corp., and Sternco Industries, Inc. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 124078 (Sub-No. 163), filed October 25, 1965. Applicant: SCHWERTMAN TRUCKING CO., 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: *Cement*, from the distribution terminal of Lone Star Cement Corp. at Louisville, Ky., to points in Kentucky; Clay, Richland, Lawrence, Wayne, Edwards, Wabash, Hamilton, White, Saline, Gallatin, Pope, and Hardin Counties, Ill.; Posey, Gibson, Knox, Vanderburgh, Daviess, Pike, Warlick, Spencer, Dubois, Martin, Lawrence, Orange, Crawford, Perry, Jackson, Washington, Harrison, Floyd, Clark, Scott, Jefferson, Jennings, Ripley, Dearborn, Ohio, and Switzerland Counties, Ind.; Hamilton, Clermont and Brown Counties, Ohio; and Stewart, Houston, Humphreys, Montgomery, Dickson, Robertson, Cheatham, Davidson, Sumner, Trousdale, Wilson, Macon, Smith, Clay, Jackson, Putnam, Overton, Pleckett, Cumberland, Fentress, Scott, Morgan, Campbell, Anderson, Claiborne, Union, Knox, and Grainger Counties, Tenn. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 124174 (Sub-No. 38), filed October 22, 1965. Applicant: MOMSEN TRUCKING CO., a corporation, Highways 71 and 18 North, Spencer, Iowa, 51301. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Acids, chemicals, fertilizer, and fertilizer ingredients*, between points in Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, South Dakota, and Wisconsin. **NOTE:** If a hearing is deemed necessary, applicant did not specify any particular area.

No. MC 124211 (Sub-No. 70), filed October 26, 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 to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plantsite and/or storage facilities of Spencer Packing Co., located at or near Schuyler, Nebr., to points in Illinois, Iowa, Kansas, Kentucky, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, West Virginia, and Wisconsin, restricted to traffic originating at the plantsite and/or storage facilities of



Spencer Packing Co. located at or near Schuyler, Nebr. NOTE: If a hearing is deemed necessary, applicant requests it to be held at Omaha, Nebr.

No. MC 124213 (Sub-No. 3), filed October 25, 1965. Applicant: SWIFTLINES, INC., Post Office Box 533, Worthington, Minn. Applicant's representative: Val M. Higgins, 1000 First National Bank Building, Minneapolis, Minn., 55402. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts, and articles distributed by meat packinghouses, as described in sections A and C of appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766, from Worthington and Mankato, Minn., to points in Illinois, Indiana, Michigan, Missouri, Ohio and Wisconsin.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 124221 (Sub-No. 10), filed October 25, 1965. Applicant: HOWARD BAER, 821 East Dunne Street, Post Office Box 127, Morton, Ill. Applicant's representative: Robert W. Loser, 409 Chamber of Commerce Building, Indianapolis, Ind., 46204. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) *Ice cream, ice cream products, sherbets, water ices and water ice products, in containers, restricted to shipments in mechanically refrigerated vehicles, from Memphis and Nashville, Tenn., and Huntington, Ind., to points in Missouri and Arkansas, restricted to operations under a continuing contract with Sealtest Foods Division of National Dairy Products Corp., and (2) milk products, milk byproducts, fruit juices, fruit drinks, and fruit segments, in containers, from St. Louis, Mo., to points in Arkansas and Tennessee, restricted to operations under a continuing contract with Sealtest Foods Division of National Dairy Products Corp.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 124359 (Sub-No. 1), filed October 22, 1965. Applicant: WILHELM, INC., 1409 16th Avenue, Greeley, Colo. Applicant's representative: Paul F. Sullivan, Federal Bar Building, 1815 H Street NW., Washington, D.C., 20006. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Carpets, carpeting and supplies used in the installation thereof, (1) from Philadelphia and Willow Grove, Pa., to points in Bent, Boulder, Crowley, Denver, El Paso, Fremont, Jefferson, Kit Carson, Larimer, Las Animas, Mesa, Morgan, Otero, Pueblo, Sedgwick, and Weld Counties, Colo., Lamar, Colo., points in Albany, Fremont, Goshen, Laramie, Natrona, Park, and Sheridan Counties, Wyo., Cheyenne, Kimball, Perkins, and Scottsbluff Counties, Nebr., and Rapid City, S. Dak., and (2) from Denver, Colo., to Cheyenne and Casper, Wyo., and points in Cheyenne, Kimball, Perkins, and Scottsbluff Counties, Nebr.; service to be performed under a continuing contract or contracts, with Wholesale Flooring, Inc., of Denver, Colo.*

NOTE: Applicant states that the purpose of the subject application is to enable applicant to serve the same shipper authorized in its present permit, i.e., Wholesale Flooring, Inc., of Denver, Colo., from additional origins in the East. It is applicant's intention to transport the subject traffic primarily in mixed loads with commodities presently authorized from other eastern origins moving to the same destination territory. Applicant is not seeking to broaden its destination territory. Applicant is presently authorized to transport floor and wall tile and linoleum and supplies used in the installation of such tile and linoleum from Chicago, Ill., New York, N.Y., Sandusky, Canton, and East Sparta, Ohio, South Plainfield and Trenton, N.J., and Marcus Hook and Lancaster, Pa. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 124472 (Sub-No. 2), filed October 22, 1965. Applicant: HARDING TRANSPORTATION, INC., 715 Hancock, Topeka, Kans. Applicant's representative: Marvin B. Launchbaugh (same address as applicant). Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Rolled glass and glazing units, from Kingsport, Tenn., St. Louis, Mo., and Toledo, Ohio, to Fayetteville and Fort Smith, Ark., Colorado Springs, Denver, and Pueblo, Colo., Garden City, Manhattan, and Topeka, Kans., Joplin, Kansas City, St. Louis, and Springfield, Mo., and Kearney, Lincoln, Norfolk, and Omaha, Nebr.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Topeka, Kans.

No. MC 124632 (Sub-No. 11), filed October 25, 1965. Applicant: M. L. WILKERSON, doing business as WILKERSON TRUCKING COMPANY, Route 5, Lenoir City, Tenn. 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: *Petroleum and petroleum products (except in bulk), from Bradford, Freedom, and Oil City, Pa., to points in Tennessee.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn.

No. MC 124774 (Sub-No. 28), filed October 25, 1965. Applicant: CARAVELLE EXPRESS, INC., Post Office Box 384, Norfolk, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses as described in sections A and C of appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766, from points in Saunders County, Nebr., to points in Minnesota, North Dakota, South Dakota, Wyoming, Montana, Michigan, and Kentucky.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Lincoln, Nebr.

No. MC 124774 (Sub-No. 29), filed October 25, 1965. Applicant: CARAVELLE EXPRESS, INC., Post Office Box 384, Norfolk, Nebr. Authority sought to

operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts, and articles distributed by meat packinghouses as described in sections A and C of appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766, from points in Adams County, Nebr., to points in New York, New Jersey, Maryland, Pennsylvania, and Wyoming.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Lincoln, Nebr.

No. MC 124774 (Sub-No. 30), filed October 28, 1965. Applicant: CARAVELLE EXPRESS, INC., Post Office Box 384, Norfolk, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses, as described in sections A and C of appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766, from points in Adams County, Nebr., to points in Washington, Oregon, Idaho, Montana, Nevada, and Utah.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Lincoln, Nebr.

No. MC 124774 (Sub-No. 31), filed November 1, 1965. Applicant: CARAVELLE EXPRESS, INC., Post Office Box 384, Norfolk, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses, as described in sections A and C of appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766, from points in Adams County, Nebr., to points in North Carolina, South Carolina, Georgia, Alabama, and Florida, and exempt commodities on return.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Lincoln, Nebr.

No. MC 124813 (Sub-No. 26), filed October 25, 1965. Applicant: UMTOWN TRUCKING CO., a corporation, 910 South Jackson Street, Eagle Grove, Iowa, 50533. 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: *Dry fertilizers, insecticides, fungicides, and herbicides, from Council Bluffs, Iowa, to points in Iowa, Minnesota, Nebraska, and South Dakota.* NOTE: Applicant is also authorized to operate as a contract carrier in Permit No. MC 118468 Sub-No. 16, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 124964 (Sub-No. 2), filed October 26, 1965. Applicant: JOSEPH M. BOOTH, doing business as, J. M. BOOTH TRUCKING, Post Office Box 907, Eustis, Fla. 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: (1) *Citrus and fruit juices, in packages, and (2) commodities, the transportation of which is partially exempt un-*



der the provisions of section 203(b) (6) of the Interstate Commerce Act if transported in vehicles not used in carrying any other property, when moving in the same vehicle at the same time with citrus and fruit juices, from Umatilla, Fla., to points in North Carolina, Virginia, Maryland, Delaware, New Jersey, New York, Pennsylvania, Connecticut, Rhode Island, Massachusetts, and the District of Columbia, under a continuing contract with Doric Foods Corp. of Umatilla, Fla. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 125247 (Sub-No. 2), filed October 28, 1965. Applicant: WILLIAM G. BECK, 400 Eastwood Road, Michigan City, Ind., 46361. Applicant's representative: Robert W. Loser, 409 Chamber of Commerce Building, Indianapolis, Ind., 46204. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Sand* (1) from Oregon, Ill., to points in that part of Indiana south of U.S. Highway 40; and to points in that part of Ohio on, south and east of a line beginning at the Ohio-Indiana State line and extending along U.S. Highway 30 to junction U.S. Highway 30S, thence along U.S. Highway 25, thence along U.S. Highway 25 to the Ohio-Michigan State line; (2) from Michigan City, Ind., to points in Ohio on, south and east of a line beginning at the Ohio-Indiana State line and extending along U.S. Highway 30 to junction U.S. Highway 30S, thence along U.S. Highway 25, thence along U.S. Highway 25 to the Ohio-Michigan State line; and (3) from points in Berrien County, Mich., to points in Indiana south of U.S. Highway 40; and to points in that part of Ohio on, south and east of a line beginning at the Ohio-Indiana State line and extending along U.S. Highway 30 to junction U.S. Highway 30S, thence along U.S. Highway 25, thence along U.S. Highway 25 to the Ohio-Michigan State line. **Restriction:** The operations proposed herein are limited to a transportation service to be performed, under a continuing contract, or contracts with Manley Sand Division of Martin Marietta Corp. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 125513 (Sub-No. 2), filed October 26, 1965. Applicant: HOWARD G. SLAUGHTER, doing business as SLAUGHTER BEVERAGE TRANSPORT, RFD 1, Townsend, Del. Applicant's representative: Donald E. Freeman, 172 East Green Street, Post Office Box 880, Westminster, Md., 21157. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Alcoholic beverages*, from points in New York, New Jersey, Pennsylvania, and Maryland, to Wilmington, Del.; (2) *empty beverage containers*, from Wilmington, Del., to points in New York, New Jersey, Pennsylvania, and Maryland; and (3) *malt beverages* (except in bulk, in tank vehicles), from New York, N.Y., Baltimore,

Md., Philadelphia, Pa., Newark, N.J., and Reading, Pa., to Milford, Del. **NOTE:** Applicant states that he presently holds the above proposed authority as contract carrier authority and by this application seeks to convert that authority to common carrier authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Wilmington, Del.

No. MC 125708 (Sub-No. 35), filed October 28, 1965. Applicant: HUGH MAJOR, 150 Sinclair Avenue, South Roxana, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building materials*, from Kankakee, Ill., to points in Missouri. **NOTE:** Applicant is also authorized to conduct operations as a contract carrier in Permit No. MC 116434 (Sub-No. 1) and Subs thereunder; therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 125708 (Sub-No. 36), filed October 28, 1965. Applicant: HUGH MAJOR, 150 Sinclair Avenue, South Roxana, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Processed and canned foodstuff*, between Collinsville, Ill., and points in Tennessee. **NOTE:** Applicant holds contract carrier authority under MC 116434 and Subs, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 125722 (Sub-No. 12), filed October 26, 1965. Applicant: GREAT WESTERN PACKERS EXPRESS, INC., Post Office Box 16886, Denver, Colo. Applicant's representative: Charles W. Singer, Tower Suite 3600, 33 North La Salle Street, Chicago, Ill., 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts, and articles distributed by meat packinghouses*, from Sidney, Nebr., to points in Arizona and California. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 125777 (Sub-No. 83), filed October 27, 1965. Applicant: JACK GRAY TRANSPORT, INC., 3200 Gibson Transfer Road, Hammond, Ind. Applicant's representative: David Axelrod, 39 South La Salle Street, Chicago, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime, limestone and limestone products*, in bulk, in dump vehicles, from Chicago, Ill., to points in Iowa, Minnesota, and Missouri. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 125996 (Sub-No. 5), filed October 28, 1965. Applicant: JENSEN TRUCKING CO. INC., 807 Washington Street, Gothenburg, Nebr. Applicant's representative: Charles J. Kimball, Box 2028, Lincoln, Nebr., 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commercial animal, poultry and fish feed and feed ingredients*,

from Buhl, Idaho to points in Arizona, Arkansas, California, Colorado, Montana, Nevada, New Mexico, and Wyoming, and *rejected and damaged shipments*, on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Lincoln, Nebr.

No. MC 126248 (Sub-No. 3), filed October 25, 1965. Applicant: LYLE H. COLE, Elm Street, Madrid, N.Y. Applicant's representative: Herbert M. Canter, 345 South Warren Street, Syracuse, N.Y., 13202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer, and fertilizer ingredients*, from the port of entry on the international boundary line between the United States and Canada located at or near Roosevelt town, N.Y., to points in Jefferson, St. Lawrence, Franklin, and Clinton Counties, N.Y., under continuing contracts with Agway, Inc., of Ithaca, N.Y., and its associated cooperative grange league federation service corporations. **NOTE:** Applicant states it presently holds seasonal authority to perform the proposed service between April 15, and December 1, inclusive of each year and now seeks year-round authority. No duplicative authority is sought. If a hearing is deemed necessary, applicant requests it be held at Syracuse, N.Y.

No. MC 126472 (Sub-No. 2), filed October 25, 1965. Applicant: WILLCOXSON TRANSPORT, INC., Bloomfield, Iowa, 52537. 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: *Liquefied petroleum gas*, in bulk, in tank vehicles, from Mid-American Pipeline Terminal at or near Cantril, Iowa, to points in Illinois and Missouri. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 127033 (Sub-No. 3), filed October 25, 1965. Applicant: C. & B. TRUCKING CO., INC., Post Office Box 192, Chester, 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: *Roofing material and dry fertilizer*, in bulk and in bags, from Savannah, Ga., to points in South Carolina. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Columbia, S.C.

No. MC 127033 (Sub-No. 4), filed October 25, 1965. Applicant: C. & B. TRUCKING CO., INC., Post Office Box 192, Chester, 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: *Dry fertilizer*, in bulk and in bags, from points in Chester County, S.C., to points in North Carolina. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Columbia, S.C.

No. MC 127123 (Sub-No. 2), filed October 27, 1965. Applicant: DWIGHT DICKASON, Castlewood, S. Dak. Applicant's representative: Irving A. Hinder-



aker, 318 Midland National Life Insurance Co. Building, Watertown, S. Dak., 57201. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Feed and feed ingredients* (except liquid molasses), in bags and in bulk, from Minneapolis, Minn., to Waubay, S. Dak., and points within 30 miles thereof and points in Roberts, Marshall, Grant, Spink, Deuel, Codington, Brookings, Kingsbury, Beadle, Hand, Hyde, Faulk, Edmunds, McPherson, Campbell, Walworth, Potter, Sully, Hughes, Stanley, Haakon, Ziebach, Corson, Perkins, Meade, Butte, and Harding Counties, S. Dak. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Watertown, S. Dak.

No. MC 127215 (Sub-No. 8), filed October 28, 1965. Applicant: KENDRICK CARTAGE CO., a corporation, Salem, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fertilizer, fertilizer materials, compounds, and ingredients, feed and feed ingredients* from East St. Louis, Ill., to points in Arkansas, Kentucky, Missouri, Tennessee, Indiana, and Illinois. **NOTE:** Applicant is also authorized to operate as a contract carrier in Permit No. MC 110117 and subs thereunder, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 127215 (Sub-No. 9), filed October 29, 1965. Applicant: KENDRICK CARTAGE CO., a corporation, Salem, Ill. Applicant's representative: Thomas F. Kilroy, 1815 H Street NW., Washington, D.C., 20006. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Chemicals, including but not limited to nitrogen fertilizer solutions*, in bulk, in tank or hopper type vehicles, from Cordova Industrial Park, Ill., to points in Iowa, Minnesota, Wisconsin, and Missouri. **NOTE:** Applicant is also authorized to operate as a contract carrier in Permit No. MC 110117 and subs thereunder, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 127444 (Sub-No. 1), filed October 27, 1965. Applicant: ALAN N. JOHNSON, doing business as AL JOHNSON TRUCKING, 4000 Orange Avenue, Unit 9 Up, Cleveland, Ohio. Applicant's representative: Daniel B. Johnson, Warner Building, Washington, D.C., 20004. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Aluminum building materials, materials and supplies used in the installation of aluminum building materials, advertising and promotional material for aluminum building materials and products when moving at the same time and in the same vehicle*, from Cuyahoga Falls, Ohio, to points in Wyoming, Washington, Oregon, Nevada, California, North Dakota, Idaho, and Utah, Phoenix, Ariz., Omaha, Lincoln, and North Bend, Nebr., Onida, Aberdeen, and Sioux Falls, S. Dak., Butte, Great Falls, Billings, and Sunburst, Mont., and Denver, Grand Junction, and

Arvada, Colo. **NOTE:** The proposed service is to be performed under a continuing contract with Alsie, Inc., located at Cuyahoga Falls, Ohio. If a hearing is deemed necessary, applicant requests it be held at Cleveland, Ohio.

No. MC 127572 (Sub-No. 2), filed September 24, 1965. Applicant: A. E. SUENRAM, doing business as A. E. SUENRAM TRUCK SERVICE, 3335 South Edwards, Wichita, Kans. Applicant's representative: Erle W. Francis, Suite 719, Capitol Federal Building, 700 Kansas Avenue, Topeka, Kans., 66603. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities, and property being transported incidental to transportation by aircraft* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, and commodities in bulk or those requiring special equipment), restricted to traffic having an immediately prior or an immediately subsequent movement by air, between Wichita, Kans., commercial airport, on the one hand, and, on the other, points in Cowley, Butler, Sumner, Sedgewick, and Harvey Counties, Kans., those in Marion and McPherson Counties on and south of Kansas Highway 150 and U.S. Highway 56, and those in Reno, Kingman, and Harper Counties on and east of Kansas Highways 14 and 179. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Wichita, Kans.

No. MC 127675, filed October 23, 1965. Applicant: LYNN J. FREEMAN, doing business as FREEMAN CONTRACT SERVICE, Box 94, Sac City, Iowa. Applicant's representative: J. Max Harding, Box 2028, Lincoln, Nebr. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) *Linseed meal* from Minneapolis, Minn., to points in Iowa, Nebraska, North Dakota, South Dakota, and points in Illinois on and west of U.S. Highway 67; (2) *cotton seed cake and cotton seed meal* from points in Arkansas, Louisiana, Mississippi, Tennessee, and Texas to points in Iowa, Minnesota, Nebraska, North Dakota, South Dakota and points in Illinois on and west of U.S. Highway 67; (3) *fish meal and fish scrap* from points in Louisiana, Mississippi, and Texas to same destination territory shown in (2) above; (4) *oyster shell* from points in Texas to same destination territory shown in (2) above; and (5) *fence posts and poles and creosoted lumber* from Hugo, Okla., to same destination territory shown in (2) above, limited, in (1) through (5) above, to a transportation service under continuing contract to Sac City Lumber & Feed Co., Sac City, Iowa, and (6) *damaged and rejected shipments of commodities specified in (1) through (5) above, on return*. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Sioux City, Iowa.

No. MC 127676, filed October 25, 1965. Applicant: LEWIS F. REILLY, doing business as DEER PARK AUTO FREIGHT, Deer Park, Wash. Applicant's representative: Donald A. Ericson,

Suite 708 Old National Bank Building, Spokane 1, Wash. Authority sought to operate as a common carrier, by motor vehicle, 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), over a regular route: Between Spokane and Colville, Wash., over U.S. Highway 395, serving all intermediate points and points located within a distance of not to exceed five (5) miles on each side of said route as off-route points, and over irregular routes, between Spokane, Wash., and points in Stevens County, Wash. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Spokane, Wash.

No. MC 127679, filed October 25, 1965. Applicant: ANDREW A. GIORDANO AND PETER J. GIORDANO, a partnership, doing business as GIORDANO BROTHERS, 180 Belmont, Watertown, Mass. Applicant's representative: Charles D. Kelley, 472 Highland Ave., Malden 48, Mass. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Disabled used motor vehicles*, between points in Massachusetts, Maine, New Hampshire, Vermont and Rhode Island. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Boston, Mass.

No. MC 127682 (Sub-No. 1), filed October 26, 1965. Applicant: WILLIAM M. BARRON, doing business as CUSTOM SERVICE, Box 241, Stewartville, N.J. Applicant's representative: Herman B. J. Weckstein, 1060 Broad Street, Newark 2, N.J. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Lumber, building, plumbing, and electrical materials, supplies, equipment, and fixtures*, from Phillipsburg, N.J., to points in Bucks, Carbon, Lehigh, Monroe, and Northampton Counties, Pa., under a continuing contract with Wickes Lumber & Building Supply Center. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.

No. MC 127684 (Sub-No. 1), filed October 27, 1965. Applicant: SAMAR-DICK OF OMAHA, INC., 410 South 18th Street, Omaha, Nebr. Authority sought to operate as a contract carrier, by motor vehicle, over a regular route, transporting: *Money and other valuables*, for the Federal Reserve Banks of Chicago and Omaha and their member banks, between Omaha, Nebr., and Sioux City, Iowa, over Interstate Highway 29, serving no intermediate points. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 127687, filed October 25, 1965. Applicant: HARVEY D. SHUPE, HOWARD YOST, AND CHARLES MYLANDER, a partnership, doing business as SHUPE & YOST, 2721 Eighth Avenue, Post Office Box 1123, Greeley, Colo. Applicant's representative: Michael T. Corcoran, 1360 Locust Street, Denver, Colo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Dry fer-*



tilizer, from Council Bluffs, Iowa, to points in Colorado, Kansas, Nebraska, and Wyoming. **NOTE:** Applicant is also authorized to operate as a contract carrier in Permit No. MC 123075 and subs thereunder, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 127689, filed October 25, 1965. Applicant: PASCAGOULA DRAYAGE CO., a corporation, Post Office Box 1326, Hattiesburg, Miss. Applicant's representative: Robert M. Pearce, 1033 State Street, Bowling Green, Ky., 42101. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Fiberboard, fiberboard faced or finished with decorative or protective material, and accessories and supplies used in the installation thereof*, from Laurel, Miss., to points in Alabama, Arkansas, Louisiana, and to Memphis, Tenn., and points in its commercial zone, and *rejected or returned shipments on return*, (2) *wood sugar molasses, wood sugar molasses blended with blackstrap molasses*, in bulk or bags, from Laurel, Miss., to points in Alabama, Arkansas, Louisiana, and to Memphis, Tenn., and points in its commercial zone, and (3) *blackstrap molasses*, in bulk or bags, from New Orleans, La., and Mobile, Ala., to Laurel, Miss. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss.

No. MC 127690, filed October 25, 1965. Applicant: LOREN F. BREWER, doing business as BREWER TRUCKING, Big Timber, Mont. Applicant's representative: Randall Swanberg, 314 Montana Building, Post Office Box 2567, Great Falls, Mont., 59401. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Roofing materials* from Minneapolis, Minn., to points in Montana, North Dakota, South Dakota, and Wyoming, (2) *building materials* (except dry and liquid flowable commodities in bulk), from Billings, Mont., and points within 10 miles thereof to points in North Dakota, South Dakota, and Wyoming, and (3) *lumber and lumber products* from points in Park County, Mont., to points in Iowa, Minnesota, Nebraska, North Dakota, South Dakota, and Wyoming. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Billings, Mont.

No. MC 127691, filed October 28, 1965. Applicant: LAWRENCE D. WILLOUGHBY, 34795 Pettibone Road, Solon, Ohio, 44139. Applicant's representative: James H. Nacey, 502 Park Building, 140 Public Square, Cleveland, Ohio, 44114. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Construction, industrial, road and mining machinery, tools, equipment, parts, accessories, and attachments*, from Baraga, Mich., Rome, N.Y., Ashland, Cadiz, Cincinnati, Columbus, Cleveland, Dayton, Hopedale, Maumee, Toledo, and Youngstown, Ohio, Coeburn, Norfolk, Richmond, and Roanoke, Va., and Bluefield, Charleston, Clarksburg, and Parkersburg, W. Va., to

points in Indiana, Kentucky, the Lower Peninsula of Michigan (except Baraga, Mich.), Ohio (except Ashland, Cadiz, Cincinnati, Columbus, Cleveland, Dayton, Hopedale, Maumee, Toledo, and Youngstown), Pennsylvania and West Virginia (except Bluefield, Charleston, Clarksburg, and Parkersburg). **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Cleveland, Ohio.

#### MOTOR CARRIERS OF PASSENGERS

No. MC 63390 (Sub-No. 13), filed October 29, 1965. Applicant: CARL R. BIEBER, INC., Vine and Baldy Streets, Kutztown, Pa. Applicant's representative: L. C. Major, Jr., 2001 Massachusetts Avenue NW., Washington, D.C., 20036. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, in special operations limited to round-trip, sightseeing, or pleasure tours designed for leisurely travel, as distinguished from expeditious point-to-point transportation, subject to all the following requirements: (1) Each tour must include (a) sightseeing stops en route, and (b) an overnight stop every night during the entire tour, (2) on each tour the passengers must (a) maintain their identity as a group for the duration of the tour, (b) engage in some group activities that are organized, supervised, and controlled by the carrier, and (c) be accompanied by a tour conductor or guide, and (3) the price of each tour must include (a) some of the meals, (b) lodging for each night during the entire tour, (c) admission fees to any point or events of interest for which a fee is charged and (d) the cost of transportation, beginning and ending at points in Berks County, Pa., and extending to points in the United States, including Alaska but excluding Hawaii. **NOTE:** Applicant is also authorized to conduct operations as a common carrier of property in MC 59272 and subs. If a hearing is deemed necessary, applicant requests it be held at Reading, Pa.

No. MC 72349 (Sub-No. 26), filed October 29, 1965. Applicant: EASTERN MASSACHUSETTS STREET RAILWAY COMPANY, a corporation, 1442 Main Street, Brockton, Mass. Applicant's representative: Neal Holland, 77 Franklin Street, Boston, Mass., 02110. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, between Lawrence, Mass., and North Andover, Mass., over unnumbered town and city streets, serving all intermediate points. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Boston, Mass.

No. MC 127642 (Correction), filed October 7, 1965, published in FEDERAL REGISTER issue of October 28, 1965, and republished as corrected this issue. Applicant: ANDREW T. JONES, doing business as ANDREW T. JONES, BUS SERVICE, 2714 Magnolia Street, Portsmouth, Va. The purpose of this republication is to indicate that the carrier is an individual doing business as ANDREW T. JONES, BUS SERVICE, in lieu of the manner previously published.

No. MC 127678, filed October 25, 1965. Applicant: MYER GOODWIN, 67 Rockland Street, Natick, Mass. Applicant's representative: John F. Curley, 15 Court Street, Boston, Mass. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage* in special operations limited to round-trip sightseeing or pleasure tours subject to the following requirements: (1) Each tour must include (a) sightseeing stops en route, and (b) an overnight stop every night during the entire tour, (2) on each tour the passengers must (a) maintain their identity as a group for the duration of the tour, (b) engage in some group activities that are organized, supervised, and controlled by the carrier, and (c) be accompanied by a tour conductor or guide and (3) the price of each tour must include (a) some of the meals, (b) lodging for each night during the entire tour, (c) admission fees to any point or events of interest for which a fee is charged and (d) the cost of transportation. The proposed tours are designed for leisurely travel, as distinguished from expeditious point-to-point transportation, beginning and ending at Natick, Framingham, Wellesley, Waltham, Hopkinton, Norwood, Wayland, Sherborn, Maynard, Marlboro, Canton, Dover, Ashland, Weston, Sudbury, Holliston, Milford, Westwood, Concord, Lincoln and Lexington, Mass., and extending to points in the United States (excluding Alaska and Hawaii). **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Boston, Mass.

No. MC 127688, filed October 25, 1965. Applicant: ALLEN E. HANOLD, Brighton, Ill. Authority sought to operate as a contract carrier by motor vehicle, over regular routes, transporting: *Passengers*, between Brighton, Ill., and the McDonnell Aircraft Corp., St. Louis, Mo.; from Brighton over U.S. Highway 67 to junction Illinois Highway 111, thence east over Illinois Highway 111 to junction Alby Street at Alton, Ill., thence south over Alby Street to Ninth Street, thence east over Ninth Street to Henry Street, thence south on Henry Street to Broadway, thence west on Broadway to junction U.S. Highway 67, thence over U.S. Highway 67 to junction Interstate Highway 270, thence over Interstate Highway 270 to junction bypass U.S. Highway 66, thence over bypass U.S. Highway 66 to the McDonnell Aircraft Corp. and return over the same route, serving all intermediate points between Brighton and Alton, Ill. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Springfield, Ill.

APPLICATIONS FOR BROKERAGE LICENSES

MOTOR CARRIERS OF PASSENGERS

No. MC 12968, filed October 14, 1965. Applicant: TRAVEL CENTER, INC., 2909 Fort Bragg Road, Fayetteville, N.C. Applicant's representative: Neil V. Davis, Grace Pittman Building, Post Office Box



1140, Fayetteville, N.C., 28302. For a license (BMC 5) to engage in operations as a broker at Fayetteville, N.C., in arranging for the transportation in interstate or foreign commerce, of passengers and their baggage, in charter and special operations, between points in the United States.

#### WATER CARRIER APPLICATIONS

No. W-757 (Sub-No. 14), AMERICAN PRESIDENT LINES, LTD.—Extension Port Everglades, filed October 29, 1965. Applicant: AMERICAN PRESIDENT LINES, LTD., 601 California Street, San Francisco, Calif. Application filed October 29, 1965, for a certificate, covering a new operation under Part III of the Interstate Commerce Act, in seasonal operation between December and May, in the transportation of passengers and baggage from Port Everglades, Fla., to Los Angeles and San Francisco, Calif.

No. W-1222 ROBERT S. WEBER, doing business as APOSTLE ISLANDS CRUISE SERVICE, COMMON CARRIER APPLICATION, filed October 14, 1965. Applicant: ROBERT S. WEBER, doing business as APOSTLE ISLANDS CRUISE SERVICE, 133 South 4th Street, Bayfield, Wis. Applicant's representative: Robert W. Norlin, Washburn, Wis. Application filed October 14, 1965, for a certificate, covering a new operation under Part III of the Interstate Commerce Act, in seasonal operation May 1st through December 1st inclusive in the transportation of passengers and property, as follows: Regular routes; two (2) trips daily, leaving city dock, Bayfield, Wis., for tour among Apostle Islands (except Madeline Island), and returning to Bayfield City dock. Irregular routes: two (2) to four (4) trips a month originating in Ashland, Washburn, Sand Bay and Cornucopia, Wis., for tour among Apostle Islands (except Madeline Island), returning to point of beginning.

#### APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN REQUESTED

##### MOTOR CARRIERS OF PROPERTY

No. MC 64994 (Sub-No. 57), filed March 1, 1965. Applicant: HENNIS FREIGHT LINES, INC., Post Office Box 612, Winston-Salem, N.C., 27102. 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: General commodities (except commodities in bulk, those requiring special equipment, classes A and B explosives, household goods as defined by the Commission, and commodities of unusual value). Part I. (A) Between Chicago, Ill., and Charleston, S.C., (1) from Chicago over U.S. Highway 41 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction U.S. Highway 30S, thence over U.S. Highway 30S to junction Ohio Highway 31, thence over Ohio Highway 31 to junction U.S. Highway 33, thence over U.S. Highway 33 to Columbus, Ohio, thence over U.S. Highway 23 to Chillicothe, Ohio, thence over U.S. Highway 35 to Charleston, W. Va., thence over U.S. Highway 21 to

junction U.S. Highway 460, thence over U.S. Highway 460 to Pearisburg, Va., thence over Virginia Highway 100 to junction U.S. Highway 221, thence over U.S. Highway 221 to Hillsville, Va., thence over U.S. Highway 52 to Charleston, S.C., and return over the same routes; (2) from Chicago to Gallipolis, Ohio, as specified above, thence over U.S. Highway 35 to junction West Virginia Highway 17, thence over West Virginia Highway 17 to junction U.S. Highway 60, thence over U.S. Highway 60 to Charleston, W. Va.

Thence to Charleston, S.C., as specified above, and return over the same routes, and (3) from Chicago to Charleston, W. Va., as specified above, thence over West Virginia Turnpike to junction U.S. Highway 460, thence to Charleston, S.C., as specified above, and return over the same routes. Service is proposed to and from all intermediate points except that service to or from points in West Virginia is restricted to that presently authorized: (B) Between Detroit, Mich., and Anderson, S.C., (1) from Detroit over U.S. Highway 24 to Toledo, Ohio, thence over U.S. Highway 25 to Dayton, thence over U.S. Highway 35 to Chillicothe, thence to Lexington, N.C., as specified in (A) (1) above, thence over U.S. Highway 29 to Anderson, S.C., and return over the same routes, (2) from Detroit to Lexington, N.C., as specified above, thence over Interstate Highway 85 to Salisbury, thence over U.S. Highway 29 to Charlotte, thence over Interstate Highway 85 to junction U.S. Highway 29 at or near Belton, S.C., thence over U.S. Highway 29 to Anderson, S.C., and return over the same routes, (3) from Detroit over Interstate Highway 75 to Cincinnati, Ohio, thence over U.S. Highway 22 to Washington Court House, Ohio, thence as specified above to Anderson, S.C., and return over the same routes, (4) from Detroit to Cincinnati, Ohio, as specified above, thence over U.S. Highway 50 to Chillicothe, thence to Anderson, S.C., as specified above, and return over the same routes. Service is proposed to and from all intermediate points except that service to or from points in West Virginia is restricted to that presently authorized: (C) Between Chicago, Ill., and West Point, Va., from Chicago over U.S. Highway 41 to junction U.S. Highway 52, thence over U.S. Highway 52 to junction Interstate Highway 65, thence over Interstate Highway 65 and U.S. Highway 52 to Indianapolis, Ind., thence over Interstate Highway 74 (also over U.S. Highway 52) to Cincinnati, Ohio.

Thence to Parisburg, Va., as specified above, thence over U.S. Highway 460 to Petersburg, Va., thence over U.S. Highway 301 to Richmond, thence over U.S. Highway 60 to junction Virginia Highway 33, thence over Virginia Highway 33 to West Point, and return over the same routes. Service is proposed to and from all intermediate points except that service to or from points in West Virginia is restricted to that presently authorized, and restricted against service in Virginia as described in the note at the end of Part I below. (D) Between Cleveland, Ohio, and Aiken, S.C., (1)

from Cleveland over U.S. Highway 21 to Charleston, W. Va., thence to Charlotte, N.C. as specified above, thence over U.S. Highway 21 to junction South Carolina Highway 72, thence over South Carolina Highway 72 to Whitmire, thence over U.S. Highway 176 to junction South Carolina Highway 121, thence over South Carolina Highway 121 to Saluda, thence over South Carolina Highway 121 to junction South Carolina Highway 19, thence over South Carolina Highway 19 to Aiken, and return over the same routes, and (2) from Cleveland over Ohio Highway 8 to junction U.S. Highway 21 near Dover, Ohio, thence to Rock Hill, S.C., as specified above, thence over U.S. Highway 21 to Columbia, S.C., thence over U.S. Highway 1 to Aiken, and return over the same routes. Service is proposed to and from all intermediate points except that service to or from points in West Virginia is restricted to that presently authorized. (E) Between Toledo, Ohio, and Martinsville, Va., from Toledo over U.S. Highway 23 to Columbus, thence to Roanoke, Va., as specified above, thence over U.S. Highway 220 to Martinsville, Va., and return over the same routes. Service is proposed to all intermediate points except that service to or from points in West Virginia is restricted to that presently authorized. (F) Between Grand Rapids, Mich., and Raleigh, N.C., from Grand Rapids over U.S. Highway 131 to Kalamazoo, thence over Interstate Highway 94 to junction U.S. Highway 27, thence over U.S. Highway 27 to Fort Wayne, Ind.

Thence as specified above to Winston-Salem, N.C., thence over U.S. Highway 421 to junction U.S. Highway 70, thence over U.S. Highway 70 to Raleigh (also, as specified above to Winston-Salem, N.C., thence over Interstate Highways 40 and 85 to Durham, thence over U.S. Highway 70 to Raleigh), and return over the same routes. Service is proposed to and from all intermediate points except that service to or from points in West Virginia is restricted to that presently authorized. (G) Between Flint, Mich., and Hickory, N.C., (1) from Flint over U.S. Highway 23 to Toledo, Ohio, thence as specified above to Winston-Salem, N.C., thence over U.S. Highway 158 to Mocksville, thence over U.S. Highways 64 and 70 to Hickory, and return over the same routes, and (2) from Flint over Interstate Highway 75 to Detroit, thence to Winston-Salem, N.C., as specified above, thence over Interstate Highway 40 to junction U.S. Highway 158, thence over U.S. Highway 158 to junction U.S. Highway 64, thence over U.S. Highway 64 to Statesville, thence over Interstate Highway 40 to Hickory, and return over the same routes. Service is proposed to and from all intermediate points except that service to or from points in West Virginia is restricted to that presently authorized. (H) Between Terre Haute, Ind., and Fayetteville, N.C., (1) from Terre Haute over U.S. Highway 40 to Zanesville, Ohio, thence over Ohio Highway 60 to junction U.S. Highway 21, thence to Greensboro, N.C., as specified above, thence over U.S. Highway 421 to



junction North Carolina Highway 87, thence over North Carolina Highway 87 to Fayetteville, and return over the same routes; (2) from Terre Haute, Ind., to Winston-Salem, N.C., as specified above, thence over U.S. Highway 311 to junction U.S. Highway 220, thence over U.S. Highway 220 to Asheboro.

Thence over U.S. Highway 64 to junction U.S. Highway 421, thence over U.S. Highway 421 to junction North Carolina Highway 87, thence over North Carolina Highway 87 to Fayetteville, and return over the same routes. Service is proposed to and from all intermediate points except that service to or from points in West Virginia is restricted to that presently authorized. (I) Between South Bend, Ind., and Ruby, S.C., (1) from South Bend over U.S. Highway 31 to junction U.S. Highway 35, thence over U.S. Highway 35 to junction U.S. Highway 40, thence as specified above to Mount Airy, N.C., thence over U.S. Highway 601 to Pageland, S.C., thence over South Carolina Highway 9 to Ruby, and return over the same routes; (2) from South Bend, Ind., over U.S. Highway 20 to Cleveland, Ohio, thence as specified above to Ruby, S.C., and return over the same routes. Service is proposed to and from all intermediate points except that service to or from points in West Virginia is restricted to that presently authorized. (J) Between Warren, Ohio, and Myrtle Beach, S.C., (1) from Warren over Ohio Highway 46 to junction Ohio Highway 7, thence over Ohio Highway 7 to Marietta, thence as specified above to Winston-Salem, N.C., thence over U.S. Highway 311 to junction U.S. Highway 220, thence over U.S. Highway 220 to junction U.S. Highway 74, thence over U.S. Highway 74 by Rockingham to Laurinburg, thence over U.S. Highway 501 to Myrtle Beach, S.C., and return over the same routes; (2) from Warren over Ohio Highway 5 to Akron, thence as specified above to Pageland, S.C., thence over South Carolina Highway 151 to Darlington, thence over U.S. Highway 52 to junction U.S. Highway 76, thence over U.S. Highway 76 to Marion, thence over U.S. Highway 501 to Myrtle Beach, and return over the same routes.

Service is proposed to and from all intermediate points except that service to or from points in West Virginia is restricted to that presently authorized. (K) Between Cincinnati, Ohio, and Portsmouth and Norfolk, Va., (1) from Cincinnati over U.S. Highway 52 to Huntington, W. Va., thence over Interstate Highway 64 and U.S. Highway 60 to Charleston, thence to Petersburg, Va., as specified above, thence over U.S. Highway 460 to Portsmouth, and return over the same routes; (2) from Cincinnati over Ohio Highway 125 to junction U.S. Highway 52, thence to Charleston, W. Va., as specified above, thence over U.S. Highway 60 to Norfolk, Va., and return over the same routes. Service is proposed to and from all intermediate points except that service to or from points in West Virginia is restricted to that presently authorized. (L) From Chicago, Ill., to Winston-Salem and Charlotte, N.C.,

Greenville and Columbia, S.C., from Chicago to Indianapolis, Ind., as specified above, thence over U.S. Highway 31 and Interstate Highway 65 to Louisville, Ky., thence over U.S. Highway 60 and Interstate Highway 64 to junction Kentucky Highway 151, thence over Kentucky Highway 151 to junction U.S. Highway 127, thence over U.S. Highway 127 to junction U.S. Highway 150, thence over U.S. Highway 150 to Mount Vernon, Ky., thence over U.S. Highway 25 and 25E to Morristown, Tenn., thence over U.S. Highway 11E to Greenville, Tenn., thence over Tennessee Highway 70 to Tennessee-North Carolina State line, thence over North Carolina Highway 208 to junction U.S. Highways 25 and 70, thence over U.S. Highways 25 and 70 to Asheville, thence over U.S. Highway 70 and Interstate Highway 40 to Statesville.

Thence over U.S. Highway 64 (also over Interstate Highway 40) to Mocksville, thence over U.S. Highway 158 to Winston-Salem, N.C., (2) from Chicago to Asheville, N.C., as specified above, thence over U.S. Highway 25 to Greenville, S.C., (3) from Chicago, Ill., to Asheville, N.C., as specified above, thence over Interstate Highway 26 to Columbia, S.C., (4) from Chicago, Ill., to Asheville, N.C., as specified above, thence over U.S. Highway 74 to junction Interstate Highway 85, thence over U.S. Highway 74 and Interstate Highway 85 to Charlotte. Service in (L) (1) through (4) will be restricted to traffic moving to points in Alamance, Cabarrus, Chatham, Davidson, Durham, Forsyth, Guilford, Mecklenburg, Orange, Randolph, Rockingham, Rowan, and Wake Counties, N.C., and Anderson, Cherokee, Greenville, Laurens, Newberry, Richland, Spartanburg, and York Counties, S.C., and beyond. (M) From Winston-Salem, N.C., to Asheville, Rocky Mount, Goldsboro, and Wilmington, N.C., (1) from Winston-Salem, N.C., to Hickory as specified above, thence over U.S. Highways 64 and 70 and Interstate Highway 40 to Morganton, thence over U.S. Highway 70 and Interstate Highway 40 to Asheville, (2) from Winston-Salem, N.C., to Raleigh as specified above, thence over U.S. Highway 64 to Rocky Mount, (3) from Winston-Salem, N.C., to Fayetteville as specified above, thence over North Carolina Highway 24 to Clinton, thence over U.S. Highway 421 to Wilmington (also, from Winston-Salem over U.S. Highway 421 to Wilmington, N.C.), and (4) from Winston-Salem, N.C., to Raleigh as specified above.

Thence over U.S. Highway 70 to Goldsboro. Service in (M) will be restricted to traffic originating in Ohio, in Indiana on and north of U.S. Highway 40, in Michigan on and south of Michigan Highway 21 and in the Chicago, Ill., commercial zone; (N) Between Charlotte, Wilmington, and Clinton, N.C., (1) from Charlotte over U.S. Highway 74 to junction North Carolina Highway 211, thence over North Carolina Highway 211 to junction U.S. Highways 74 and 76, thence over U.S. Highways 74 and 76 to Wilmington, and return over the same routes, (2) from Charlotte over U.S.

Highway 74 to Laurinburg, thence over U.S. Highway 401 to Fayetteville, thence over North Carolina Highway 24 to Clinton, and return over the same routes. Service is proposed to and from all intermediate points. Restriction: The authority proposed herein and that now held by carrier between the same points shall be construed as comprising a single operating authority not severable by sale or otherwise. Note: Service is proposed, in connection with (A) to (K), inclusive, to the off-route points in Indiana on and north of U.S. Highway 40, those in Michigan on and south of Michigan Highway 21, those in Ohio (except Cleveland, Akron, Mogadore, Barberton, Cuyahoga Falls, and Wadsworth on service to or from points in Virginia), those in the Chicago, Ill., commercial zone, those in North Carolina within 100 miles of Greensboro, N.C., those in South Carolina and those in Virginia on and east of Virginia Highway 16, west of the Chesapeake Bay and on and south of a line extending eastward along U.S. Highway 460 to Petersburg, Va.

Thence along U.S. Highway 301 to Richmond, Va., thence along U.S. Highway 60 and Virginia Highway 33 to the Chesapeake Bay. Service in Part I above will be restricted to service between points in Indiana on and north of U.S. Highway 40, those in Michigan on and south of Michigan Highway 21, those in Ohio (except Cleveland, Akron, Mogadore, Barberton, Cuyahoga Falls, and Wadsworth to or from points in Virginia) and those in the Chicago, Ill., commercial zone, on the one hand, and, on the other, those in North Carolina (restricted northbound to points within 100 miles of Greensboro, N.C.), those in South Carolina, and those in Virginia on and east of Virginia Highway 16, west of the Chesapeake Bay and on and south of a line extending eastward along U.S. Highway 460 from the West Virginia-Virginia State line to Petersburg, Va., thence along U.S. Highway 301 to Richmond, Va., thence along Virginia Highway 33 to the Chesapeake Bay (restricted against service on new furniture from points in Virginia on and east of Virginia Highway 16 and west of U.S. Highway 29. Part II. General commodities (except commodities in bulk, those requiring special equipment, classes A and B explosives, household goods as defined by the Commission, and commodities of unusual value); (A) between Atlanta, Ga., and Charlotte, N.C., (1) from Atlanta over Interstate Highway 85 to Spartanburg, S.C., thence over South Carolina Highway 9 to Pageland, thence over U.S. Highway 601 to junction U.S. Highway 74, thence over U.S. Highway 74 to Charlotte, N.C., and return over the same routes; (2) from Atlanta over U.S. Highway 29 to Athens (also over U.S. Highway 78 to Athens), thence over Georgia Highway 72 to the Georgia-South Carolina State line, thence over South Carolina Highway 72 to Chester, thence over South Carolina Highway 9 to junction U.S. Highway 601.

Thence over U.S. Highway 601 to junction U.S. Highway 74, thence over U.S. Highway 74 to Charlotte, N.C., and re-



turn over the same routes. Service is proposed to and from all intermediate points, restricted to traffic moving to or from points in Chesterfield and Marlboro Counties, S.C., and Charlotte, N.C., or beyond; (B) between Atlanta, Ga., and Ruby, S.C., (1) from Atlanta over U.S. Highway 278 to Augusta (also from Atlanta over U.S. Highway 78 to Augusta), thence over U.S. Highway 1 to Cheraw, S.C., thence over South Carolina Highway 9 to Ruby, and return over the same routes; (2) from Atlanta to Pageland, S.C., as specified above, thence over South Carolina Highway 9 to Ruby, and return over the same routes. Service is proposed to or from all intermediate points, restricted to traffic moving to or from points in Chesterfield or Marlboro Counties, S.C., or beyond; (C) between Macon, Ga., and Ruby, S.C., (1) from Macon over U.S. Highway 129 to Athens, thence to Ruby, S.C., as specified above, and return over the same routes; (2) from Macon over Georgia Highway 49 to junction Georgia Highway 22, thence over Georgia Highway 22 to junction Georgia Highway 16, thence over Georgia Highway 16 to Warrenton, thence to Ruby, S.C., as specified above, and return over the same routes. Service is proposed to and from all intermediate points, restricted to traffic moving to or from points in Chesterfield or Marlboro Counties, S.C., or beyond; (D) between Ruby and Charleston, S.C., (1) from Ruby over South Carolina Highway 9 to Cheraw, thence over U.S. Highway 52 to Charleston, and return over the same routes; (2) from Ruby over South Carolina Highway 9 to Pageland, thence over U.S. Highway 521 to junction U.S. Highway 52, thence to Charleston as specified above, and return over the same routes.

Service is proposed at all intermediate points, restricted to traffic moving to or from points in Chesterfield or Marlboro Counties, S.C., or beyond; (E) between Ruby and Anderson, S.C., (1) from Ruby over South Carolina Highway 9 to Spartanburg, thence over U.S. Highway 29 to Anderson, and return over the same routes; (2) from Ruby over South Carolina Highway 9 to Chester, thence over South Carolina Highway 72 to Clinton, thence over U.S. Highway 76 to Anderson, and return over the same routes. Service is proposed to and from all intermediate points, restricted to traffic moving to or from points in Chesterfield or Marlboro Counties, S.C., or beyond; (F) between Ruby and Myrtle Beach, S.C., (1) from Ruby over South Carolina Highway 9 to Dillon, thence over U.S. Highway 501 to Myrtle Beach, and return over the same routes. Service is proposed to or from all intermediate points, restricted to traffic moving to or from points in Chesterfield or Marlboro Counties, S.C., or beyond; (G) between Ruby, S.C., and Laurinburg, N.C., (1) from Ruby over South Carolina Highway 9 to Chesterfield, thence over South Carolina Highway 742 to the South Carolina-North Carolina State line, thence over North Carolina Highway 742 to Wadesboro, thence over U.S. Highway 74 to Laurinburg, and return over the same routes; (2) from Ruby to Bennettsville, S.C., as specified above, thence over

U.S. Highway 15 to Laurinburg, and return over the same routes. Service is proposed to and from all intermediate points, restricted to traffic moving to or from points in Chesterfield or Marlboro Counties, S.C., or beyond; (H) between Ruby, S.C., and Asheville, N.C., (1) from Ruby to Spartanburg, S.C., as specified above, thence over U.S. Highway 176 to Hendersonville, N.C., thence over U.S. Highway 25 to Asheville, and return over the same routes; (2) from Ruby, S.C., to Charlotte, N.C., as specified above, thence over Interstate Highway 85 to Kings Mountain, thence over U.S. Highway 74 to Asheville, and return over the same routes.

Service is proposed to and from all intermediate points, restricted to traffic moving to or from points in Chesterfield or Marlboro Counties, S.C., or beyond; (I) between Ruby, S.C., and Columbus, Ga., (1) from Ruby, S.C., to Macon, Ga., as specified above, thence over U.S. Highway 80 to Columbus, and return over the same routes; (2) from Ruby, S.C., to Atlanta, Ga., as specified above, thence over Georgia Highway 85 to junction Alternate U.S. Highway 27, thence over Alternate U.S. Highway 27 and Georgia Highway 85 to Columbus, and return over the same routes; (3) from Ruby, S.C., to Atlanta, Ga., as specified above, thence over U.S. Highway 29 to La Grange, thence over U.S. Highway 27 to Columbus, and return over the same routes. Service is proposed to or from all intermediate points, restricted to traffic moving to or from points in Chesterfield or Marlboro Counties, S.C., or beyond; (J) between Ruby, S.C., and Savannah, Ga., (1) from Ruby to Camden, S.C., as specified above, thence over U.S. Highway 1 to junction U.S. Highway 601, thence over U.S. Highway 601 to Orangeburg, thence over U.S. Highway 21 to junction U.S. Highway 17, thence over U.S. Highway 17 to Savannah, Ga., and return over the same routes; (2) from Ruby to Columbia, S.C., as specified above, thence over U.S. Highway 321 to Savannah, Ga., and return over the same routes. Service is proposed to or from all intermediate points, restricted to traffic moving to or from points in Chesterfield or Marlboro Counties, S.C., or beyond. Restriction: The authority proposed herein and that now held by carrier between the same points shall be construed as comprising a single operating authority not severable by sale or otherwise. Part II (A) through (J) will be restricted to service between points in Chesterfield and Marlboro Counties, S.C., on the one hand, and, on the other, points in North Carolina, South Carolina, and Virginia; between Pageland, S.C., and Charlotte, N.C. Service is proposed in connection with Part II (A) to (J), inclusive, to all off-route points in Georgia, North Carolina, and South Carolina.

Part III. *General commodities* (except commodities in bulk, those requiring special equipment, classes A and B explosives, household goods as defined by the Commission, and commodities of unusual value), (A) between Charlotte and Wilmington, N.C., from Charlotte

over U.S. Highway 74 to Lumberton, thence over North Carolina Highway 211 to Wilmington, and return over the same routes. Service is proposed to or from all intermediate points, restricted to traffic moving to or from Charlotte, N.C., or beyond; (B) between Charlotte, and Morehead City, N.C., from Charlotte to Laurinburg as specified above, thence over U.S. Highway 401 to Fayetteville, thence over North Carolina Highway 24 to Morehead City, and return over the same routes. Service is proposed to and from all intermediate points, restricted to traffic moving to or from Charlotte, N.C., or beyond; (C) between Charlotte and New Bern, N.C., from Charlotte over North Carolina Highway 27 to Carthage, thence over U.S. Highway 15 to Sanford, thence over U.S. Highway 421 to Dunn, thence over U.S. Highway 301 to junction U.S. Highway 70, thence over U.S. Highway 70 to New Bern, and return over the same routes. Service is proposed to and from all intermediate points, restricted to traffic moving to or from Charlotte, N.C., or beyond; (D) between Charlotte, and Rocky Mount, N.C., from Charlotte over North Carolina Highway 49 to Asheville, thence over U.S. Highway 64 to Rocky Mount, and return over the same routes. Service is proposed to or from all intermediate points, restricted to traffic moving to or from Charlotte, N.C., or beyond; (E) between Charlotte and Durham, N.C., from Charlotte to Pittsboro, as specified above, thence over U.S. Highway 15 to Durham, and return over the same routes. Service is proposed to or from all intermediate points, restricted to traffic moving to or from Charlotte, N.C., or beyond; (F) between Charlotte and Reidsville, N.C., over U.S. Highway 29. Service is proposed to or from all intermediate points, restricted to traffic moving to or from Charlotte, N.C., or beyond.

Restriction: The authority proposed herein and that now held by carrier between the same points shall be construed as comprising a single operating authority so that the authority herein sought and that now held by carrier between the same points shall not be severable by sale or otherwise. Service is proposed to all off-route points in North Carolina on and east of U.S. Highway 29, in connection with Part III (A) to (F) inclusive. Part IV. *General commodities* (except commodities in bulk, those requiring special equipment, classes A and B explosives, household goods as defined by the Commission, and commodities of unusual value), (A) between Greensboro and Morganton, N.C., (1) from Greensboro over U.S. Highway 421 to Winston-Salem, thence over U.S. Highway 158 to Mocksville, thence over U.S. Highway 64 to Morganton, and return over the same routes, (2) from Greensboro over Interstate Highway 40 to junction U.S. Highway 158, thence over U.S. Highway 64 to Statesville, thence over Interstate Highway 40 to Morganton, and return over the same routes. Service is proposed to and from all intermediate points, re-



stricted to traffic moving to or from Greensboro, N.C., or beyond; (B) between Greensboro and Nashville, N.C., (1) from Greensboro over U.S. Highway 70 to Raleigh, thence over North Carolina Highway 98 to junction U.S. Highway 64, thence over U.S. Highway 64 to Nashville, and return over the same routes, (2) from Greensboro over Interstate Highway 85 to Durham, thence over U.S. Highway 70 to Raleigh, thence over U.S. Highway 64 to Nashville, and return over the same routes. Service is proposed to and from all intermediate points, restricted to traffic moving to or from Greensboro, N.C., or beyond; (C) between Greensboro and Wilson, N.C., (1) from Greensboro as specified above to Raleigh, thence over U.S. Highway 64 to junction U.S. Highway 264.

Thence over U.S. Highway 264 to Wilson, and return over the same routes, (2) from Greensboro over U.S. Highway 70 to Clayton, thence over North Carolina Highway 42 to Wilson, and return over the same routes. Service is proposed to and from all intermediate points, restricted to traffic moving to or from Greensboro, N.C., or beyond; (D) between Greensboro and Roseboro, N.C., from Greensboro, N.C., or beyond; (E) to Sanford, thence over North Carolina Highway 87 to Fayetteville, thence over North Carolina Highway 24 to Roseboro, and return over the same routes. Service is proposed to and from all intermediate points, restricted to traffic moving to or from Greensboro, N.C., or beyond; (F) between Greensboro and Dunn, N.C., over U.S. Highway 421. Service is proposed to and from all intermediate points, restricted to traffic moving to or from Greensboro, N.C., or beyond; (G) between Greensboro and Henderson, N.C., (1) from Greensboro as specified above to Durham, thence over U.S. Highway 15 to junction U.S. Highway 158, thence over U.S. Highway 158 to Henderson, and return over the same routes, (2) from Greensboro as specified above to Burlington, thence over North Carolina Highway 49 to Roxboro, thence over U.S. Highway 158 to Henderson, and return over the same routes. Service is proposed to and from all intermediate points, restricted to traffic moving to or from Greensboro, N.C., or beyond; (H) between Greensboro, N.C., and Charleston, S.C., from Greensboro over U.S. Highway 220 to Rockingham, thence over U.S. Highway 1 to Cheraw, S.C., thence over U.S. Highway 52 to Charleston, and return over the same routes. Service is proposed to and from all intermediate points, restricted to traffic moving to or from Greensboro, N.C., or beyond; (I) between Greensboro, N.C., and Columbia, S.C., (1) from Greensboro as specified above to Charlotte, thence over U.S. Highway 21 to Columbia, S.C., and return over the same routes, (2) from Greensboro as specified above to Rock Hill, S.C.

Thence over South Carolina Highway 72 to Chester, thence over U.S. Highway 321 to Columbia, and return over the same routes. Service is proposed to and from all intermediate points, restricted to traffic moving to or from Greensboro, N.C., or beyond; (J) between Greensboro,

N.C., and Anderson, S.C., (1) from Greensboro as specified above to Charlotte, thence over U.S. Highway 29 to Anderson, S.C., and return over the same routes, (2) from Greensboro as specified above to Charlotte, thence over Interstate Highway 85 to junction U.S. Highway 29, thence over U.S. Highway 29 to Anderson, S.C., and return over the same routes. Service is proposed to and from all intermediate points, restricted to traffic moving to or from Greensboro, N.C., or beyond; (K) between Greensboro and Boone, N.C., over U.S. Highway 421. Service is proposed to and from all intermediate points, restricted to traffic moving to or from Greensboro, N.C., or beyond; (L) between Greensboro, N.C., and Pearisburg, Va., from Greensboro over U.S. Highway 421 to Winston-Salem, thence over U.S. Highway 52 to Hillsville, Va., thence over U.S. Highway 58 to junction Virginia Highway 100, thence over Virginia Highway 100 to Pearisburg, and return over the same routes. Service is proposed to and from all intermediate points, restricted to traffic moving to or from Greensboro, N.C., or beyond; (M) between Greensboro, N.C., and Winchester, Va., from Greensboro over U.S. Highway 220 to Roanoke, Va., thence over U.S. Highway 11 to Winchester, and return over the same routes. Service is proposed to and from all intermediate points, restricted to traffic moving to or from Greensboro, N.C., or beyond; (N) between Greensboro, N.C., and Alexandria, Charlottesville, Lynchburg, and Richmond, Va., (1) from Greensboro, N.C., over U.S. Highway 29 via Lynchburg and Charlottesville, Va., to junction Virginia Highway 236, thence over Virginia Highway 236 to Alexandria, and return over the same routes, (2) from Greensboro over U.S. Highway 29 to Danville, Va.

Thence over U.S. Highway 360 to Richmond, thence over U.S. Highway 1 to Alexandria, and return over the same routes, (3) from Greensboro over Interstate Highway 85 to Durham, thence over U.S. Highway 15 to Henderson, thence over Interstate Highway 85 to the North Carolina-Virginia State line, thence over U.S. Highway 1 to Alexandria, Va., and return over the same routes. Service is proposed to and from all intermediate points, restricted to traffic moving to or from Greensboro, N.C., or beyond; (O) between Greensboro, N.C., and Newport News, Norfolk, and Portsmouth, Va., (1) from Greensboro as specified above to Danville, Va., thence over U.S. Highway 58 to Portsmouth, thence over U.S. Highway 60 to Norfolk, and return over the same routes, (2) from Greensboro as specified above to Franklin, Va., thence over U.S. Highway 258 to Newport News, and return over the same routes, (3) from Greensboro as specified above to Reidsville, thence over U.S. Highway 158 to Winston-Salem, thence over U.S. Highway 52 to junction U.S. Highway 58, thence over U.S. Highway 58 to Norfolk, and return over the same routes, (4) from Greensboro as specified above to junction U.S. Highways 158 and 258, thence over U.S. Highway 258 to Newport News, and return over the same routes.

Service is proposed to and from all intermediate points, restricted to traffic moving to or from Greensboro, N.C., or beyond; (P) between Greensboro, N.C., and Bristol, Va., (1) over U.S. Highway 421; (2) from Greensboro over Interstate Highway 40 to junction U.S. Highway 52, thence over U.S. Highway 52 to Wytheville, Va., thence over U.S. Highway 11 and Interstate Highway 81 to Bristol, and return over the same routes. Service is proposed to and from all intermediate points, restricted to traffic moving to or from Greensboro, N.C., or beyond.

Part IV (A) through (O) inclusive, proposes service at all off-route points in North Carolina within 100 miles of Greensboro, N.C., and those in South Carolina and Virginia in conjunction with carrier's operations to and from Greensboro, N.C. Restriction: The authority proposed herein and that now held by carrier between the same points shall be construed as comprising a single operating authority not severable by sale or otherwise. Part V. General commodities (except commodities in bulk, those requiring special equipment, classes A and B explosives, household goods as defined by the Commission, and commodities of unusual value), (A) between Cheraw, S.C., and Philadelphia, Pa., (1) over U.S. Highway 1, (2) from Cheraw over U.S. Highway 1 to Henderson, N.C., thence over Interstate Highway 85 to North Carolina-Virginia State line, thence over U.S. Highway 1 to Petersburg, Va., thence over Interstate Highway 95 to Fredericksburg, thence over U.S. Highway 1 to junction Interstate Highway 95 (south of Washington, D.C.), thence over Interstate Highway 95 to junction U.S. Highway 13, thence over U.S. Highway 13 to Philadelphia, and return over the same routes, serving off-route points in North Carolina and South Carolina within 50 miles of Cheraw, S.C., also serving off-route points in New Jersey and Pennsylvania within 25 miles of Philadelphia, Pa.; (B) between Cheraw, S.C., and York, Pa., from Cheraw as specified above to Baltimore, Md., thence over Interstate Highway 83 to York, Pa., and return over the same routes, serving off-route points in North Carolina and South Carolina within 50 miles of Cheraw, S.C.; (C) (a) between Cheraw, S.C., and Easton, Pa., (1) from Cheraw, S.C., as specified above to Philadelphia, Pa., thence over U.S. Highway 309 to junction U.S. Highway 22, thence over U.S. Highway 22 to Easton, and return over the same routes, (2) from Cheraw, S.C., as specified above to York, Pa.

Thence over U.S. Highway 30 to junction U.S. Highway 222, thence over U.S. Highway 222 to junction U.S. Highway 22, thence over U.S. Highway 22 to Easton, and return over the same routes. Service is proposed to and from off-route points in North Carolina and South Carolina within 50 miles of Cheraw, S.C., (b) between Philadelphia, Pa., and New York, N.Y., (1) over U.S. Highway 1, (2) from Philadelphia over U.S. Highway 130 to junction Interstate Highway 287, thence over Interstate Highway 287 to New York, and return over the same



routes, serving all off-route points in New Jersey and Pennsylvania within 25 miles of Philadelphia, Pa., and those in New Jersey within 30 miles of City Hall, New York, N.Y., (C) from New York, N.Y., and points in the New York, N.Y., commercial zone as defined by the Commission, as specified above to Cheraw, S.C., from New York, N.Y., as specified above to Cheraw, S.C., serving all off-route points in New Jersey within 35 miles of New York, N.Y., and those in North Carolina and South Carolina within 50 miles of Cheraw, S.C.; (D) from Baltimore, Md., to Cheraw, S.C., from Baltimore as specified above to Cheraw, serving off-route points in North Carolina and South Carolina within 50 miles of Cheraw, S.C.; (E) between Greensboro, N.C., and Baltimore, Md., (1) from Greensboro over U.S. Highway 29 to Washington, D.C., thence over U.S. Highway 1 to Baltimore, and return over the same routes; (2) from Greensboro over Interstate Highway 85 to Durham, thence over U.S. Highway 15 to junction Interstate Highway 85, thence over Interstate Highway 85 to North Carolina-Virginia State line, thence over U.S. Highway 1 to Richmond, Va., thence over Interstate Highway 95 to Baltimore, and return over the same routes; (3) from Greensboro over U.S. Highway 29 to Danville, Va.

Thence over U.S. Highway 360 to Richmond, thence as specified above to Baltimore, and return over the same routes; (4) from Greensboro over Interstate Highway 85 to junction North Carolina Highway 49, thence over North Carolina Highway 49 to North Carolina-Virginia State line, thence over Virginia Highway 49 to Clarksville, Va., thence over U.S. Highway 58 to South Hill, thence as specified above to Baltimore, Md., and return over the same routes. Service is proposed at all off-route points in Guilford, Randolph, Chatham, and Alamance Counties, N.C.; (F) between Pittsboro, N.C., and Baltimore, Md., from Pittsboro over U.S. Highway 15 to Durham, thence as specified above to Baltimore, Md., and return over the same routes. Service is proposed at all off-route points in Guilford, Randolph, Chatham, and Alamance Counties, N.C.; (G) between Durham, N.C., and Baltimore, Md., from Durham as specified above to Baltimore, Md., and return over the same routes. Service is proposed at all off-route points in Guilford, Randolph, Chatham, and Alamance Counties, N.C.; (H) between points in the New York, N.Y., commercial zone and Boston, Mass., (1) over U.S. Highway 1; (2) from New York over U.S. Highway 1 to New Haven, Conn., thence over Interstate Highway 95 to New London, thence over Connecticut Highway 32 to junction Connecticut Turnpike, thence over Connecticut Turnpike to junction U.S. Highway 6, thence over U.S. Highway 6 to Providence, R.I., thence over U.S. Highway 1 to Boston, and return over the same routes, serving all intermediate points in Connecticut, Rhode Island, and Massachusetts; (I) between New York, N.Y., and Springfield, Mass., (1) from New York, N.Y., over U.S. Highway 1 to New Haven, Conn., thence over U.S. Highway 5 to Springfield, Mass., (also

from New Haven over Interstate Highway 91 to Springfield), and return over the same routes, (2) from New York to Bridgeport, Conn., as specified above, thence over Connecticut Highway 8 to Waterbury, thence over Alternate U.S. Highway 6 to junction Connecticut Highway 71.

Thence over Connecticut Highway 71 to Hartford, thence as specified above to Springfield, Mass., and return over the same routes, serving all intermediate points in Connecticut, Rhode Island, and Massachusetts; (J) between New York, N.Y., and Pittsfield, Mass., from New York over Interstate Highway 87 to junction Interstate Highway 90, thence over Interstate Highway 90 to junction U.S. Highway 7, thence over U.S. Highway 7 to Pittsfield, and return over the same routes; and (K) in a circuitous manner, from New York as specified above to Pittsfield, Mass., thence over Massachusetts Highway 9 to Boston, thence as specified above to New York, serving all intermediate points in Connecticut, Rhode Island, and Massachusetts. In Parts (H) through (K), serving all intermediate and off-route points on traffic moving between points in the New York, N.Y., commercial zone and those in Bergen and Passaic Counties, N.J., east of the Ramapo River, those in Essex and Union Counties, N.J., and those in Middlesex County, N.J., north of the Raritan River, on the one hand, and, on the other, points in Massachusetts, Rhode Island, and Connecticut. Restriction: The authority proposed herein and that now held by carrier between the same points shall be construed as a single operating authority and shall not be severable by sale or otherwise. 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 102462 (Sub-No. 2), filed October 28, 1965. Applicant: CHARLIE F. HUTCHENS, Boonville, N.C. Applicant's representative: H. Overton Kemp, Room 101-327, North Tryon Street, Post Office Box 20202, Charlotte, N.C., 28202. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Fertilizer, fertilizer materials and farm chemicals, in bulk and in bags, (1) from Spartanburg and Hartsville, S.C., to points in North Carolina and those in Virginia on and west of U.S. Highway 1 extending from the North Carolina-Virginia State line to junction U.S. Highway 60 at Richmond, Va., thence on and south of U.S. Highway 60 extending from Richmond, Va., to the Virginia-West Virginia State line; and (2) from Winston-Salem, N.C., to Spartanburg and Hartsville, S.C., and points in Virginia on and west of U.S. Highway 1 extending from the North Carolina-Virginia State line to junction U.S. Highway 60 at Richmond, Va., thence on and south of U.S. Highway 60 extending from Richmond, Va., to the Virginia-West Virginia State line.

No. MC 124078 (Sub-No. 164), filed October 29, 1965. Applicant: SCHWERTMAN TRUCKING CO., 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: Sand and sand with additives, in bulk, in tank or hopper type vehicles, from Michigan City, Ind., and points within 5 miles thereof, to points in Illinois and Missouri.

No. MC 124078 (Sub-No. 165), filed November 1, 1965. Applicant: SCHWERTMAN TRUCKING CO., 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: Cement, from the site of the transfer terminal of the Alpha Portland Cement Co., at or near Westboro, Mass., to points in Merrimack and Belknap Counties, N.H.

No. MC 126585 (Sub-No. 2), filed October 27, 1965. Applicant: L. BRETTON TRANSPORT LTD., Lime Ridge, Quebec, Canada. Applicant's representative: Claude Bedard, 165 Wellington Street, North, Sherbrooke, Quebec, Canada. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Crushed lime, in bulk and in bags, for the account of Dominion Lime Ltd., from ports of entry on the international boundary line between the United States and Canada located at or near Norton and Beecher Falls, Vt., to Berlin, N.H.

No. MC 127680, filed October 25, 1965. Applicant: RAYMOND GRENIER, Sawyerville, Quebec, Canada. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Lumber, between the ports of entry on the international boundary line between the United States and Canada located at Beecher Falls and Derby Line, Vt., on the one hand, and, on the other, points in Maine, Massachusetts, Vermont, and New Hampshire.

By the Commission.

[SEAL] H. NEIL GARSON,  
Secretary.

[F.R. Doc. 65-12091; Filed, Nov. 10, 1965; 8:45 a.m.]

[Notice 84]

## MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

NOVEMBER 8, 1965.

The following are notices of filing of applications for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules in Ex Parte No. MC 67 (49 CFR Part 240), published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date



notice of the filing of the application is published in the *FEDERAL REGISTER*. One copy of such protests must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protest must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six (6) copies.

A copy of the application is on file, and can be examined, at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in the field office to which protests are to be transmitted.

#### MOTOR CARRIERS OF PROPERTY

No. MC 124048 (Sub-No. 25 TA), filed November 3, 1965. Applicant: SCHWERTMAN TRUCKING CO. OF INDIANA, INC., 611 South 28th Street, Milwaukee, Wis., 53246. Applicant's representative: James R. Ziperski (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Sand, in bulk, in tank vehicles, from Bridgman, Mich., to South Bend, Ind., for 150 days. Supporting shipper: Manley Sand Division, Martin Marietta Corp., Rockton, Ill., 61072. Mote Reedy, vice president, sales. Send protests to: W. F. Sibbald, Jr., District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 108 West Wells Street, Room 511, Milwaukee, Wis., 53203.

No. MC 124781 (Sub-No. 3 TA), filed November 3, 1965. Applicant: UNITED FREIGHTWAYS, INC., 671 Chestnut Street, North Andover, Mass. Applicant's representative: George C. O'Brien, 33 Broad Street, Boston, Mass., 02109. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Di-calcium phosphate, in bulk, in tank vehicles, from Peabody, Mass., to Brattleboro, Richford, and St. Albans, Vt., and Portland and Auburn, Maine, for 180 days. Supporting shipper: Eastman Gelatine Corp., Peabody, Mass., 01961. Send protests to: Maurice C. Pollard, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 30 Federal Street, Boston, Mass., 02110.

No. MC 127701 TA, filed November 3, 1965. Applicant: PLES HARRISON AND CARL HARRISON, a partnership, doing business as HARRISON CONTRACTING COMPANY, 603 Jefferson Avenue, Berryville, Ark. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Hardwood flooring, from Harrison, Ark., Eureka Springs, Ark., and Springfield, Mo., to points in Missouri, Kansas, Nebraska, South Dakota, North Dakota, Iowa, Minnesota, Ohio, Wisconsin, Illinois, Indiana, Michigan, and Colorado, for 180 days. Supporting shippers: Hayes Industries, Inc., Eureka Springs, Ark.; and Cloud Oak Flooring Co., Box 725, Springfield, Mo. Send protests to: D. R. Partney, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 2519 Federal Office Building, 700 West Capitol Avenue, Little Rock, Ark., 72201.

By the Commission.  
[SEAL] H. NEIL GARSON,  
Secretary.

[F.R. Doc. 65-12134; Filed, Nov. 10, 1965; 8:47 a.m.]

#### FOURTH SECTION APPLICATIONS FOR RELIEF

NOVEMBER 8, 1965.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the *FEDERAL REGISTER*.

#### LONG-AND-SHORT HAUL

FSA No. 40105—Clay from Lowell, Fla. Filed by O. W. South, Jr., agent (No. A4788), for interested rail carriers. Rates on clay, kaolin, or pyrophyllite, in carloads, from Lowell, Fla., to points in southern territory, also Ohio and Mississippi River crossings and points in Virginia.

Grounds for relief—Market competition and rate relationship.

Tariff—Supplement 190 to Southern Freight Association, agent, tariff ICC S-40.

FSA No. 40106—Tin or terne plate from Fairfield, Ala. Filed by Southwestern Freight Bureau, agent (No. B-8779), for interested rail carriers. Rates on tin or terne plate and tin mill black plate in carloads, from Fairfield, Ala., to Longview, Tex.

Grounds for relief—Market competition and rate relationship.

Tariff—Supplement 159 to Southwestern Freight Bureau, agent, tariff ICC 4503.

By the Commission.

[SEAL] H. NEIL GARSON,  
Secretary.

[F.R. Doc. 65-12135; Filed, Nov. 10, 1965; 8:47 a.m.]

#### DEPARTMENT OF THE INTERIOR

##### Bureau of Land Management

[Idaho 04218]

#### IDAHO

#### Notice of Partial Termination of Proposed Withdrawal and Reservation of Lands

NOVEMBER 5, 1965.

Notice of an application Serial No. Idaho 04218, for withdrawal and reservation of lands was published as *FEDERAL REGISTER* Document No. 57-9773 on page 9437 of the issue for November 26, 1957. The applicant agency has cancelled 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 November 20, 1965, relieved of

the segregative effect of the above-mentioned application.

The lands involved in this notice of termination are:

BOISE MERIDIAN, IDAHO  
CLEARWATER NATIONAL FOREST  
Lolo—Eldorado Creek Road

T. 34 N., R. 6 E.  
Sec. 13, S $\frac{1}{2}$ NW $\frac{1}{4}$ , N $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ , SE $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ , E $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ , NE $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ , E $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ , and S $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ .  
Sec. 14, SW $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ .  
Sec. 27, NE $\frac{1}{4}$ SW $\frac{1}{4}$ .  
Sec. 28, E $\frac{1}{2}$ NE $\frac{1}{4}$ .  
T. 35 N., R. 6 E.  
Sec. 9, E $\frac{1}{2}$ E $\frac{1}{2}$ , SE $\frac{1}{4}$ SW $\frac{1}{4}$  and SW $\frac{1}{4}$ SE $\frac{1}{4}$ .  
Sec. 10, N $\frac{1}{2}$ N $\frac{1}{2}$ NE $\frac{1}{4}$ , N $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ , SE $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ , SW $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ , N $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ , NW $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ , S $\frac{1}{2}$ S $\frac{1}{2}$ NE $\frac{1}{4}$ , NE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ , S $\frac{1}{2}$ NW $\frac{1}{4}$ , NE $\frac{1}{4}$ SW $\frac{1}{4}$ , W $\frac{1}{2}$ SW $\frac{1}{4}$  and NE $\frac{1}{4}$ SE $\frac{1}{4}$ .  
Sec. 16, N $\frac{1}{2}$ NE $\frac{1}{4}$ , NE $\frac{1}{4}$ NW $\frac{1}{4}$ , S $\frac{1}{2}$ NW $\frac{1}{4}$  and NW $\frac{1}{4}$ SW $\frac{1}{4}$ .  
Sec. 17, lots 6 and 7 and NE $\frac{1}{4}$ SE $\frac{1}{4}$ .  
Sec. 20, W $\frac{1}{2}$ NE $\frac{1}{4}$ , NW $\frac{1}{4}$ SE $\frac{1}{4}$ , W $\frac{1}{2}$ E $\frac{1}{2}$ SE $\frac{1}{4}$ , SW $\frac{1}{4}$ , W $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ , E $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$  and E $\frac{1}{2}$ W $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ .  
Sec. 29, W $\frac{1}{2}$ NE $\frac{1}{4}$  and SE $\frac{1}{4}$ NW $\frac{1}{4}$ .

The following lands are also involved in this notice of termination, except for a strip of land 200 feet wide on each side of Eldorado Creek Road No. 529, as presently constructed through these subdivisions:

T. 34 N., R. 6 E.  
Sec. 13, W $\frac{1}{2}$ NE $\frac{1}{4}$ , NE $\frac{1}{4}$ NW $\frac{1}{4}$ , E $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$  and E $\frac{1}{2}$ W $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ .  
Sec. 14, W $\frac{1}{2}$ E $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ , W $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ , SE $\frac{1}{4}$ NE $\frac{1}{4}$ , SE $\frac{1}{4}$ SW $\frac{1}{4}$ , N $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ , SW $\frac{1}{4}$ SE $\frac{1}{4}$ , NW $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$  and S $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ .  
Sec. 17, NE $\frac{1}{4}$ SE $\frac{1}{4}$ .  
Sec. 18, NE $\frac{1}{4}$ NE $\frac{1}{4}$  and SE $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ .  
Sec. 21, NE $\frac{1}{4}$ , N $\frac{1}{2}$ SE $\frac{1}{4}$  and SE $\frac{1}{4}$ SE $\frac{1}{4}$ .  
Sec. 22, NW $\frac{1}{4}$ SW $\frac{1}{4}$ , NE $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$  and W $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ .  
Sec. 23, NW $\frac{1}{4}$ NE $\frac{1}{4}$ , NW $\frac{1}{4}$  and W $\frac{1}{2}$ SW $\frac{1}{4}$ .  
Sec. 26, W $\frac{1}{2}$ NW $\frac{1}{4}$ .  
Sec. 27, NE $\frac{1}{4}$ NE $\frac{1}{4}$ , S $\frac{1}{2}$ NE $\frac{1}{4}$ , NW $\frac{1}{4}$ NW $\frac{1}{4}$  and S $\frac{1}{2}$ NW $\frac{1}{4}$ .

The terminated lands aggregate 2,650.52 acres.

ORVAL G. HADLEY,  
Manager, Land Office.

[F.R. Doc. 65-12123; Filed, Nov. 10, 1965; 8:46 a.m.]

#### Office of the Secretary

#### PROPERTY OF BIG VALLEY RANCHERIA IN CALIFORNIA AND INDIVIDUAL MEMBERS THEREOF

#### Notice of Termination of Federal Supervision

Notice is hereby given that the Indians and the dependent members of their immediate families named below are no longer entitled to any of the services performed by the United States for Indians because of their status as Indians; that all statutes of the United States which affect Indians because of their status as Indians shall be inapplicable to them, and the laws of the several States shall apply to them in the same manner as they apply to other citizens within their jurisdiction. Title to the



land on the Big Valley Rancheria has passed from the U.S. Government under the distribution plan approved March 15, 1960, for the Rancheria.

Big Valley Rancheria: 129 acres in the SE $\frac{1}{4}$ SW $\frac{1}{4}$  Sec. 29, and the SE $\frac{1}{4}$ NW $\frac{1}{4}$  of Sec. 32, all in Twp. 14 North, Range 9 West, M.D.B. & M., Lake County, Calif.

Name	Birthdate	Address
Vivian Fred	10-15-1915	Route 1, Box 878, Lakeport, Calif.
Rosalie M. Ellis	12-22-1938	Same.
Raymond G. Ellis	4-24-1941	Same.
Ramona McCloud	3-21-1924	General Delivery, Finley, Calif.
Joanne Knight McCloud	8-19-1939	Same.
Phillip McCloud	6-9-1941	Same.
Delphine McCloud	7-10-1942	Same.
Louise McCloud	8-12-1946	Same.
Carl McCloud	10-15-1948	Same.
Angie McCloud	2-3-1950	Same.
Don McCloud	5-14-1952	Same.
Alida McCloud	9-30-1958	Same.
Kathy Razo	3-26-1958	Same.
Jessie Razo, Jr.	7-11-1959	Same.
Stella Johnson	1-4-1900	Post Office Box 653, Finley, Calif.
Francisco Patino	9-21-1928	Route 1, Lakeport, Calif.
Tom Martin, Jr.	10-30-1922	Route 1, Box 881, Lakeport, Calif.
Lorena Landeros	7-17-1929	Route 1, Box 882, Lakeport, Calif.
Judith Landeros	4-23-1948	Same.
Pedro Landeros, Jr.	8-31-1950	Same.
Anita Landeros	3-17-1954	Same.
Eugene Inoz	1-2-1959	Same.
Virginia Elgin	2-23-1912	Route 1, Box 883, Lakeport, Calif.
Loraine Reyes	11-11-1938	Same.
Debra Reyes	2-8-1957	Same.
Sandra Reyes	3-23-1959	Same.
Frank Marando	12-7-1974	Route 1, Lakeport, Calif.
Louise Marando	10-14-1983	Same.
Lindsey Williams	2-21-1916	General Delivery, Finley, Calif.
Ada Williams	8-17-1915	Same.
Lindsey Williams, Jr.	8-3-1942	Same.
Anthony Williams	12-11-1949	Same.
Lynn Williams	7-9-1952	Same.
Mary John	3-25-1872	Died, 3-18-1964.
Hudson Jack	4-12-1901	Lakeport, Calif.
Annie Jack	3-9-1909	Same.
Cedric Jack	12-31-1939	Same.
David Jack	11-28-1942	Same.
Leta Jack	2-24-1946	Same.
Valentine Jack	2-14-1950	Same.
Neal Jack	4-18-1952	Same.
Oscar John	12-29-1898	Died, 3-18-1963.
Agnes John	4-5-1909	Box 604, Finley, Calif.
Lewis Gomez	12-23-1885	Route 1, Box 887, Lakeport, Calif.
Lincoln Dennison	7-1-1890	Lakeport, Calif.
Dwight Dennison	3-22-1951	Same.
Francis Dennison	4-7-1890	Died, 7-5-1963.
Vivian Posh	9-26-1913	Route 1, Box 800, Lakeport, Calif.
Christine Posh	4-27-1938	Same.
Carroll Posh	11-6-1940	Same.
Wayne Posh	10-11-1957	Same.
Curtis John	2-23-1932	Lakeport, Calif.
Beverly John	1-25-1937	Same.
Mario Williams	8-10-1954	Same.
Craig John	12-26-1956	Same.
Dominic John	5-8-1959	Same.
William Fred	7-11-1907	Lakeport, Calif.
Harris Holmes	8-8-1887	Died, 2-12-1961.
Clara Holmes	1-1-1892	Died, 6-10-1962.
Henry Gonzales	12-7-1903	Finley, Calif.
Ruby Martinez	7-23-1930	Kelseyville, Calif.
Kenneth Fred	3-5-1929	Finley, Calif.
Luella Fred	2-27-1935	Same.
Bernadine Fred	10-13-1937	Finley, Calif.
Doyle Fred	6-10-1954	Same.
William Fred	3-2-1956	Same.
Robert Fred	1-1-1927	Finley, Calif.
Leola Fred	2-20-1929	Same.
Robert L. Fred, Jr.	1-4-1956	Same.
Lilburn Fred	6-15-1924	General delivery, Finley, Calif.
Francis McCloud	9-25-1934	Post Office Box 160, Geyserville, Calif.
Flamen McCloud	5-10-1950	Same.
Ivan McCloud	6-6-1952	Same.
Gertrude McCloud	1-24-1954	Same.
Cathryn McCloud	11-13-1955	Same.
Weyde McCloud	3-24-1958	Same.
Evelyn Francis McCloud	9-18-1959	Same.
Andrew Gomez	9-24-1936	Route 1, Box 887.

Name	Birthdate	Address
Dorothy Morrison	10-10-1922	Box 95, Finley, Calif.
Cynthia Williams	9-15-1946	Same.
Eva Morrison	11-3-1955	Same.
Ethel Moon	12-2-1958	Same.
Marion Minden	11-4-1923	3837 Northeast 19th Ave., Portland, Oreg.
David J. Minden	8-25-1955	Same.
Adeline Martin	3-12-1936	Route 1, Box 880, Lakeport, Calif.
Yvonne Johnson	4-26-1955	Same.
Bruce Johnson	7-12-1956	Same.
Larry Johnson	2-4-1958	Same.
Harvey Martin	12-8-1908	Route 1, Box 880, Lakeport, Calif.
Gertie Martin	3-7-1918	Same.
Alex Martin	8-17-1942	Same.
Sharon Martin	6-20-1949	Same.
Joe Gomez	9-11-1915	Post Office Box 3000, Vacaville, Calif.
Nora Gomez	9-30-1933	Same.
Norma Gomez	9-10-1953	Same.
Joe Gomez, Jr.	10-24-1954	Same.
Mada Gomez	1-1-1955	Same.
Eddie Gomez	12-10-1957	Same.
Milford John, Sr.	7-30-1917	Repress, Calif.
Mitchell Gomez	1-1-1910	Lakeport, Calif.
Zelda Gomez	4-15-1941	Same.
Casey Gomez	4-23-1943	Same.
Catherine Gomez	6-27-1948	Same.
Arnold Gomez	7-10-1949	Same.
Norma Gomez	11-17-1950	Same.
Josephine Holmes	7-8-1909	929 E St., Sacramento, Calif.
James Holmes	1-2-1932	General delivery, Covelo, Calif.
Diane Batres	10-26-1936	Route 1, Box 884, Lakeport, Calif.
Douglas Martin	5-23-1955	Same.
Rebecca Batres	4-6-1958	Same.
Ermaudine Hopper	4-12-1932	50 Church St., San Francisco, Calif.
Bonnie Morindo	8-16-1951	Same.
Martha Morindo	8-10-1952	Same.
Mayfield Morindo	11-9-1953	Same.
Barbara Morindo	5-13-1956	Same.
Brenda Geary	6-28-1958	Same.
George Losintios, Sr.	9-2-1900	Box 95, Finley, Calif.
George Losintios, Jr.	9-16-1929	Box 95, Finley, Calif.
Jauice Losintios	10-6-1932	Same.
Deborah Losintios	9-18-1938	Same.
Marr Hopper, Sr.	12-24-1919	Post Office Box 435, Colusa, Calif.
Norman Posh	11-14-1935	Died, 5-26-1962.
Wayne Hopper	10-19-1936	412 Hewitt St., Santa Rosa, Calif.
Wilbur Johnson	8-22-1921	Died, 2-28-1962.
Katherine Ray	4-17-1926	Route 1, Box 881, Lakeport, Calif.
Ben G. Ray	8-1-1944	Same.
Loretta G. Ray	3-10-1945	Same.
Raymond C. Ray	12-25-1946	Same.
Peggy Ray	12-29-1948	Same.
Conrad Velez	6-11-1950	Same.
Gregory Velez	5-19-1951	Same.
Richard Velez	3-8-1952	Same.
Lola Mae Velez	8-5-1954	Same.
Kenneth Martin	12-30-1937	Route 1, Box 881, Lakeport, Calif.
Jeanette Martin	12-30-1938	Same.
Wanda Martin	1-14-1955	Same.
Vincent Martin	12-12-1956	Same.
Rose Barnes	7-26-1929	276 East Bloom St., Los Angeles 12, Calif.
Ronald F. Monter	11-17-1949	Same.
Howard R. Chavez	1-21-1953	Same.
Leora Rene Barnes	2-18-1958	Same.
Harline Marando	5-14-1917	Route 1, Box 884, Lakeport, Calif.
Elmer Carl Martin	6-21-1940	Same.
Lorenzo Marando	3-19-1950	Same.
Geraldine Marando	5-21-1951	Same.
Manuel Marando	4-21-1953	Same.
Florence Ponce	12-5-1937	Route 1, Box 883, Lakeport, Calif.
Lenore Ponce	6-30-1952	Same.
Vera Ponce	7-25-1953	Same.
Robert Ponce, Jr.	7-25-1954	Same.
Johnny Ponce	9-2-1955	Same.
Marcia Ponce	9-25-1957	Same.
Theresa Brown	7-6-1927	11949 Barnwell St., Norwalk, Calif.
Mabel Esther Brown	5-15-1942	Same.
Stephen A. Brown	3-11-1944	Same.
Anthony J. Brown	5-10-1947	Same.
Nathan M. Brown	10-5-1950	Same.
Carter G. Brown	12-15-1951	Same.
Sarah J. Brown	8-9-1954	Same.
Alphonse Robles Brown	11-10-1959	Same.
Harry Johnson	9-16-1929	Died, 6-10-1960.
Ruth Holmes	6-2-1936	General Delivery, Finley, Calif.
David Mitchell, Jr.	5-7-1-56	Same.

Name	Birthdate	Address
Marlene Mitchell	11-20-1958	Same.
Margaret Jordan	5-24-1919	General Delivery, Finley, Calif.
Priscilla Elgin	1-8-1934	Route 1, Box 883, Lakeport, Calif.
Ruben Elgin	9-6-1950	Same.
Rita Elgin	3-21-1953	Same.
Dolores Arquilla	12-27-1954	Same.
Alberta Guzman	5-26-1932	Route 1, Box 883, Lakeport, Calif.
Emilio Paolo	4-14-1959	Same.
Mary Campa	3-8-1935	Route 1, Box 883, Lakeport, Calif.
Cynthia Elgin	11-11-1952	Same.
Maria Campa	10-24-1953	Same.
Ralph Campa, Jr.	10-17-1954	Same.
Elvina Brown	5-4-1923	1012 East 12th St., Oakland, Calif.
Geraldine Brown	6-28-1940	Same.
Raymond Brown	11-23-1942	Same.
Marvin Brown	2-5-1945	Same.
Cecil Brown	4-8-1947	Same.
Sharon Brown	3-6-1950	Same.
Thomas Brown	3-26-1951	Same.
Jim Brown, Jr.	2-15-1953	Same.
McKinley Knight	8-1-1923	Route 1, Box 881, Lakeport, Calif.
Gloria Knight	12-10-1941	Same.
Rose Mary Hernandez	10-14-1958	Same.
Charlotte D. John	1-5-1938	Route 1, Box 882, Lakeport, Calif.
Kenneth N. Fred	2-26-1952	Same.
Shirley A. Fred	12-18-1953	Same.
Nancy Martin	9-22-1932	Box 271, Ukiah, Calif.
Ramos	8-3-1957	Same.
Nina Ann Ramos	10-23-1921	General delivery, Lakeport, Calif.
Sybil John	1-15-1939	Same.
Milford John, Jr.	1-4-1940	Same.
Marston John	3-16-1941	Same.
Godfrey John	5-15-1943	Same.
Harmon J. John	2-6-1947	Same.
Walter V. John	12-30-1934	Route 1, Box 882, Lakeport, Calif.
Evelyn Martin	1-7-1958	Same.
Lydia Martin	6-6-1936	Finley, Calif.
Harry Hopper	11-15-1917	Box 632, Finley, Calif.
Nelson Hopper	4-16-1906	General delivery, Finley, Calif.
Violet Gonzales	12-22-1946	Same.
Rebecca Molino	5-20-1956	Same.
Maynard McCloud	5-29-1929	Post Office Box 604, Finley, Calif.
Lillian Holmes	10-5-1951	Same.
Darnell McCloud	5-29-1954	Same.
Margaret McCloud	9-3-1957	Same.
Cherene Mota	10-13-1921	Post Office Box 153, Maxwell, Calif.
Elizabeth Del Valle	7-31-1940	Same.
Carmen Del Valle Hartman	9-14-1942	Same.
Delores Del Valle	9-19-1944	Same.
Mary Del Valle	7-23-1947	Same.
Joseph Del Valle, Jr.	12-14-1949	Same.
Freddy Del Valle	10-1-1952	Same.
Patricia Del Valle	8-21-1954	Same.
Leonard Del Valle	2-15-1958	Same.
Frankie Del Valle	4-4-1920	Box 53, Finley, Calif.
Dorothy Partida	1-14-1941	Same.
Frederick Losintios	4-15-1950	Same.
Connie Partida	8-12-1953	Same.
Jane Partida	8-21-1954	Same.
Darryl Partida	9-12-1956	Same.
Pedro Partida, Jr.	11-12-1957	Same.
Chris Partida		

This notice is issued pursuant to the Act of August 18, 1958 (72 Stat. 619), amended August 11, 1964 (78 Stat. 390), including the provisions in the 1964 Act that this notice affects only those Indians who are not members of any other tribe or band of Indians, and that all restrictions and tax exemptions applicable to trust or restricted lands or interests therein owned by the Indians who are affected by this notice are terminated.

This notice becomes effective as of the date of publication in the FEDERAL REGISTER.

STEWART L. UDALL,  
Secretary of the Interior.

NOVEMBER 3, 1965.

[F.R. Doc. 65-12076; Filed, Nov. 10, 1965; 8:45 a.m.]



**HOWARD LESTER LIVINGOOD****Statement of Changes in Financial Interests**

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past 6 months:

- (1) No change.
- (2) No change.
- (3) No change.
- (4) No change.

This statement is made as of November 1, 1965.

Dated: November 1, 1965.

H. LESTER LIVINGOOD.

[F.R. Doc. 65-12124; Filed, Nov. 10, 1965; 8:46 a.m.]

**MARVIN FRANCIS PERSONS****Statement of Changes in Financial Interests**

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past six months:

- (1) No change.
- (2) No change.
- (3) No change.
- (4) No change.

This statement is made as of November 1, 1965.

Dated: November 1, 1965.

MARVIN F. PERSONS.

[F.R. Doc. 65-12125; Filed, Nov. 10, 1965; 8:46 a.m.]

**GEORGE LESTER WILKINS****Statement of Changes in Financial Interests**

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past six months:

- (1) No change.
- (2) No change.
- (3) No change.
- (4) No change.

This statement is made as of November 1, 1965.

Dated: November 1, 1965.

GEO. L. WILKINS.

[F.R. Doc. 65-12126; Filed, Nov. 10, 1965; 8:47 a.m.]

**DEPARTMENT OF COMMERCE****Maritime Administration****TANKERS****Availability for Exchange**

Pursuant to the provisions of Public Law 89-254 amending the Ship Exchange Act, Public Law 86-575, tankers from the Maritime Administration Reserve Fleets may be traded out for use in the Great Lakes trades or for use, after major conversions, for dry cargo carriers or liquid bulk carriers including natural gas carriers but excluding bulk petroleum carriers.

The following T2 tankers are now available for trade-out under the provisions of the Ship Exchange Act, as amended:

Type	Name	Reserve Fleet Location
T2-SE-A1..	Memphis.....	James River.
Do.....	Parkersburg.....	Do.
Do.....	Abiqua.....	Beaumont.
Do.....	Lynchburg.....	Do.
Do.....	Paoli.....	Do.
Do.....	Roanoke.....	Do.
Do.....	Cedar Creek.....	Suisun Bay.
Do.....	Petrolite.....	Olympia.
Do.....	Bull Run.....	Do.
Do.....	French Creek.....	Do.
Do.....	Lone Jack.....	Do.
T2-SE-A2..	Anacostia (AO-94).....	James River.
Do.....	Tamalpais.....	Do.
Do.....	Sebec.....	Beaumont.
Do.....	Pamanset.....	Do.
Do.....	Mission San Luis.....	Do.
Do.....	Obispo.....	Do.
Do.....	Mission San Carlos.....	Do.
Do.....	Mission San Luis Rey.....	Do.
Do.....	Mission Santa Barbara.....	Do.
Do.....	Mission Solano.....	Olympia.
Do.....	Mission Carmel.....	Do.
Do.....	Mission Dolores.....	Do.
Do.....	Mission Soledad.....	Do.

Shipowners interested in acquiring T2 tankers, under the Ship Exchange Program, should file their applications for exchange of ships with the Chief, Office of Property and Supply, Maritime Administration, Washington, D.C., by November 19, 1965. Application forms and further information may be obtained from the above office.

Assignment of the tankers will be made in accordance with the provisions of General Order 92 as published March 1, 1962 (27 F.R. 2011), except that applications will be carefully evaluated and allocations made among trades and among applicants within trades which, in the judgment of the Maritime Administration, will achieve the greatest shipping capability and productivity, taking into account the relative needs of trades, in keeping with the purposes and policies of the Merchant Marine Act, 1936, as amended.

Due to the limited number of ships available, the needs for the ships in various trades, and their adaptability for conversion to containerships, dry bulk cargo ships, or other specialized and desirable types of ships for efficient

operation, the Maritime Administration will, in making judgments as to allocations of the ships, consider factors of capability, productivity, trade needs, and other related matters typified by the following:

1. Requirements of the contemplated trade in the operation of the ship.
2. Type of conversion and resulting efficiency of ship.
3. Applicant's operating ability and financial responsibility.
4. Extent by which the Merchant Marine will be upgraded and other factors having a bearing on the requirements and intent of the Ship Exchange Act, as amended.

Upon request, applicants shall submit such additional information concerning the applicants, their applications or other pertinent matters as may be required by the Maritime Administration.

Dated: November 5, 1965.

By order of the Maritime Administrator.

JAMES S. DAWSON, Jr.,  
Secretary.

[F.R. Doc. 65-12132; Filed, Nov. 10, 1965; 8:47 a.m.]

**Office of the Secretary****GEORGE E. LAWRENCE****Statement of Changes in Financial Interests**

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests as reported in the FEDERAL REGISTER during the past six months:

- A. Deletions:  
Hewlett Packard Co.  
Leeds & Northrup Co.
- B. Additions: None

This statement is made as of October 30, 1965.

Dated: October 30, 1965.

GEORGE E. LAWRENCE.

[F.R. Doc. 65-12105; Filed, Nov. 10, 1965; 8:45 a.m.]

**DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE****Food and Drug Administration****FRANK B. ROSS CO., INC.****Notice of Filing of Petition for Food Additive; Correction**

In F.R. Doc. 65-11230, published in the FEDERAL REGISTER of October 20, 1965



(30 F.R. 13335), the section number "121.2550" should read "121.2520".

Dated: November 5, 1965.

MALCOLM R. STEPHENS,  
Assistant Commissioner  
for Regulations.

[F.R. Doc. 65-12151; Filed, Nov. 10, 1965;  
8:49 a.m.]

### MERCK SHARP AND DOHME RESEARCH LABORATORIES

#### Notice of Filing of Petitions for Food Additives Amprolium and Addi- tional Ingredients

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348(b)(5)), notice is given that petitions (FAP's 5C1790, 5D1796) have been filed by Merck Sharp & Dohme Research Laboratories, Division of Merck & Co., Inc., Rahway, N.J., 07065, proposing an amendment to § 121.210(c), table 1, of the food additive regulations to provide for the safe use of amprolium alone at levels from 0.008 percent to 0.0125 percent (72.6-113.5 grams per ton) in feed for broiler chickens for prevention of coccidiosis caused by *E. tenella* or in combination with the secondary ingredients permitted in feed for broiler chickens.

Dated: November 5, 1965.

MALCOLM R. STEPHENS,  
Assistant Commissioner  
for Regulations.

[F.R. Doc. 65-12152; Filed, Nov. 10, 1965;  
8:49 a.m.]

#### Office of the Secretary

#### STATEMENT OF ORGANIZATION AND DELEGATIONS OF AUTHORITY

##### Miscellaneous Amendments

The Statement of Organization and Delegations of Authority of the Department of Health, Education, and Welfare (22 F.R. 1045 as amended), Part 2 thereof entitled "Office of the Secretary," under the heading "Office of the General Counsel," is hereby amended as follows:

1. Section 2-300.10 entitled "Organization", is amended to add a new "Division of Health Insurance," a new "Division of Education," and to change the "Division of Welfare and Education" to the "Division of Welfare and Rehabilitation", so that the section will read as follows:

##### Sec. 2-300.10 Organization.

Immediate Office of the General Counsel:  
Regional Attorneys.  
Division of Business and Administrative Law.  
Division of Education.  
Division of Food and Drugs.  
Division of Health Insurance.  
Division of Legislation.  
Division of Old-Age and Survivors Insurance.  
Division of Public Health.  
Division of Welfare and Rehabilitation.

2. Chapter 2-320, for the reasons set forth in 1 above, is revised to read as follows:

##### CHAPTER 2-320—DIVISIONS IN THE OFFICE OF THE GENERAL COUNSEL

Sec.  
2-320.10 Organization.  
2-320.20 Division of Business and Administrative Law.  
2-320.30 Division of Education.  
2-320.40 Division of Food and Drugs.  
2-320.50 Division of Health Insurance.  
2-320.60 Division of Legislation.  
2-320.70 Division of Old-Age and Survivors Insurance.  
2-320.80 Division of Public Health.  
2-320.90 Division of Welfare and Rehabilitation.

SEC. 2-320.10 Organization. A. The Divisions in the Office of the General Counsel are:

Division of Business and Administrative Law.  
Division of Education.  
Division of Food and Drugs.  
Division of Health Insurance.  
Division of Legislation.  
Division of Old-Age and Survivors Insurance.  
Division of Public Health.  
Division of Welfare and Rehabilitation.

B. Each division shall be under the general supervision of the Associate General Counsel and the immediate supervision of an Assistant General Counsel.

SEC. 2-320.20 Division of Business and Administrative Law. A. The Division of Business and Administrative Law shall be responsible for:

1. Providing legal services on business management activities and administrative operations throughout the Department, including procurement, contracting, personnel, patents, copyrights, and administrative tort claims.

2. Legal services for the Department's surplus property, civil defense and security programs.

3. Liaison to the Comptroller General.  
SEC. 2-320.30 Division of Education. A. The Division of Education shall be responsible for:

1. Providing legal services in connection with the Office of Education, and  
2. To the extent of the Department's concern, providing legal services in connection with the American Printing House for the Blind, Gallaudet College, and Howard University.

SEC. 2-320.40 Division of Food and Drugs. A. The Division of Food and Drugs shall be responsible for:

1. Performing legal services in connection with the administration of the Federal Food, Drug, and Cosmetic Act, and related Acts.

2. Conducting hearings, preparing pleadings, briefs, and legal memoranda.  
3. Assisting in the preparation for, and the trial of cases and their judicial review.

SEC. 2-320.50 Division of Health Insurance. The Division of Health Insurance shall be responsible for providing legal services in connection with the administration of the programs of hospital insurance benefits and supplementary medical insurance benefits for the aged under Title XVIII of the Social Security Act.

SEC. 2-320.60 Division of Legislation. 1. Drafting all proposals for legislation originating in the Department and reviewing all proposed legislation submitted to the Department or to any constituent unit of the Department for comment.

2. Preparing reports and letters to Congressional Committees, the Bureau of the Budget, and others on proposed legislation.

3. Prescribing procedures to govern the routing and review, within the Department, of material relating to proposed Federal legislation.

SEC. 2-320.70 Division of Old-Age and Survivors Insurance. A. The Division of Old-Age and Survivors Insurance shall be responsible for:

1. Legal advice and services, including the preparation of regulations in connection with the administration of old-age and survivors insurance and disability insurance programs under Title II of the Social Security Act, and related statutes.

2. Coordination with the Internal Revenue Service, and with other agencies in connection with legal matters relating to such programs.

3. Preparing legal materials for use by the Department of Justice in connection with civil litigation or criminal prosecution relating to such programs.

SEC. 2-320.80 Division of Public Health. The Division of Public Health shall be responsible for providing legal services with respect to the Public Health Service, Saint Elizabeths Hospital and Freedmen's Hospital.

SEC. 2-320.90 Division of Welfare and Rehabilitation. The Division of Welfare and Rehabilitation shall be responsible for providing legal services in connection with the Welfare Administration, Vocational Rehabilitation Administration, Administration on Aging, and the Bureau of Federal Credit Unions in the Social Security Administration.

Dated: November 5, 1965.

JAMES F. KELLY,  
Acting Assistant Secretary  
for Administration.

[F.R. Doc. 65-12153; Filed, Nov. 10, 1965;  
8:49 a.m.]

## ATOMIC ENERGY COMMISSION

[Docket No. 50-244]

### ROCHESTER GAS AND ELECTRIC CORP.

#### Notice of Application for Construction Permit and Facility License

Please take notice that Rochester Gas and Electric Corp., 89 East Avenue, Rochester, N.Y., 14604, pursuant to section 104b of the Atomic Energy Act of 1954, as amended, has filed an application, dated October 28, 1965, for a construction permit and facility license to authorize construction and operation of a pressurized water nuclear reactor having a net electrical capacity of approximately 420 megawatts derived from a thermal capacity of approximately 1300



megawatts. The proposed reactor is to be located at the applicant's 338-acre site on Lake Ontario in the town of Ontario, Wayne County, N.Y., about 16 miles from the city of Rochester.

A copy of the application is available for public inspection in the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

Dated at Bethesda, Md., this 4th day of November 1965.

For the Atomic Energy Commission.

R. L. DOAN,  
Director,

Division of Reactor Licensing.

[F.R. Doc. 65-12059; Filed, Nov. 10, 1965;  
8:45 a.m.]

## CIVIL AERONAUTICS BOARD

[Docket 15234]

### INTERNATIONAL TOURS AND JACK E. HUMMEL

#### Enforcement Proceeding; Notice of Reassignment of Hearing

Notice is given herewith that public hearing in the above-entitled proceeding now assigned to be held on November 16, 1965, is reassigned and will now be held on November 17, 1965, at 10 a.m., e.s.t., in Room 925, Universal Building, Florida and Connecticut Avenues NW., Washington, D.C.

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

[SEAL] RICHARD A. WALSH,  
Hearing Examiner.

[F.R. Doc. 65-12139; Filed, Nov. 10, 1965;  
8:48 a.m.]

[Docket 14263 etc.]

### SERVICE TO WAYCROSS AND ROME CASE

#### Notice of Prehearing Conference

Notice is hereby given that a prehearing conference in the above-entitled matter is assigned to be held on November 30, 1965, at 10 a.m., e.s.t., in Room 726, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner James S. Keith.

Dated at Washington, D.C., November 5, 1965.

[SEAL] FRANCIS W. BROWN,  
Chief Examiner.

[F.R. Doc. 65-12140; Filed, Nov. 10, 1965;  
8:48 a.m.]

## FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 15303, 15304; FCC 65M-1464]

### CASCADE BROADCASTING CO. AND SUNSET BROADCASTING CO. (KNDX-FM)

#### Order Continuing Hearing

In re applications of Cascade Broadcasting Co., Yakima, Wash., Docket No.

15303, File No. BPH-4072; David Zander Pugsley tr/as Sunset Broadcasting Co. (KNDX-FM), Yakima, Wash., Docket No. 15304, File No. BPH-4180; for construction permits.

The Hearing Examiner having under consideration a verbal request from counsel for Cascade Broadcasting Co. for a further continuance of the hearing;

It appearing, that rule making is in process which could have the effect of rendering the hearing unnecessary and that all parties consent to the continuance;

It is ordered, This 4th day of November 1965, that the hearing is continued from November 9 at 2 p.m. to December 9, 1965, at 2 p.m.

Released: November 5, 1965.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] BEN F. WAPLE,  
Secretary.

[F.R. Doc. 65-12142; Filed, Nov. 10, 1965;  
8:48 a.m.]

[Docket Nos. 16116-16118; FCC 65M-1465]

### HUNTINGDON BROADCASTERS, INC., ET AL.

#### Order Following Further Prehearing Conference

In re applications of Huntingdon Broadcasters, Inc., Huntingdon, Pa., Docket No. 16116, File No. BPH-4394; WDAD Inc., Indiana, Pa., Docket No. 16117, File No. BPH-4415; Clearfield Broadcasters, Inc., Clearfield, Pa., Docket No. 16118, File No. BPH-4416; for construction permits.

Pursuant to agreements on certain procedural dates reached at the further prehearing conference held this date: It is ordered, This 4th day of November 1965, as follows:

(1) The proposed exhibits of the applicants will be exchanged by December 14, 1965;

(2) Notifications as to those of applicants' sponsoring witnesses required to be present at the hearing for cross-examination will be given by January 4, 1966; and

(3) The hearing heretofore scheduled for December 14, 1965 is postponed to January 12, 1966, at 10 a.m., at the offices of the Commission in Washington, D.C.

Released: November 5, 1965.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] BEN F. WAPLE,  
Secretary.

[F.R. Doc. 65-12143; Filed, Nov. 10, 1965;  
8:48 a.m.]

[Docket No. 15450; FCC 65R-399]

### MIDWEST TELEVISION, INC.

#### Order Continuing Hearing

In re application of Midwest Television, Inc., Springfield, Ill., Docket No. 15450, File No. BPCT-2846; for construc-

tion permit for new television broadcast station.

The Review Board having before it for consideration the Petition for Stay and the Appeal From Adverse Ruling of Hearing Examiner, filed on November 4, 1965, by Plains Television Corp. (hereinafter referred to as petitioner);

It appearing, that the petitioner's requests herein are based in part upon allegations of violations of Subpart H of the Commission's rules; and

It further appearing, that in view of the nature of the allegations made by petitioner it would be appropriate that the entire matter be certified to the Commission, and that a stay of the evidentiary hearing be ordered to permit consideration by the Commission of the matters certified to it;

Accordingly, it is ordered, This 5th day of November 1965, on the Board's own motion, that the petition for stay, responsive pleadings, and the appeal from the Hearing Examiner's ruling, are certified to the Commission;

It is further ordered, On the Board's own motion, that the evidentiary hearing in this proceeding is continued without date.

Released: November 8, 1965.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] BEN F. WAPLE,  
Secretary.

[F.R. Doc. 65-12144; Filed, Nov. 10, 1965;  
8:48 a.m.]

[FCC 65-996]

### STANDARD BROADCAST APPLICATIONS READY AND AVAILABLE FOR PROCESSING

NOVEMBER 5, 1965.

Notice is hereby given, pursuant to § 1.571(c) of the Commission rules, that on December 15, 1965, the standard broadcast applications listed in the Appendix below will be considered as ready and available for processing. Pursuant to §§ 1.227(b)(1) and 1.591(b) of the Commission's rules, an application, in order to be considered with any application appearing on the attached list or with any other application on file by the close of business on December 14, 1965, which involves a conflict necessitating a hearing with an application on this list, must be substantially complete and tendered for filing at the offices of the Commission in Washington, D.C., by whichever date is earlier: (a) The close of business on December 14, 1965 or (b) the earlier effective cut-off date which a listed application or any other conflicting application may have by virtue of conflicts necessitating a hearing with applications appearing on previous lists.

The attention of any party in interest desiring to file pleadings concerning any pending standard broadcast application pursuant to section 309(d)(1) of the Communications Act of 1934, as amended, is directed to § 1.580(d) of the Commission's rules for provisions governing



the time of filing and other requirements relating to such pleadings.

Adopted: November 3, 1965.

# FEDERAL COMMUNICATIONS COMMISSION<sup>1</sup>

(SEAL) BEN F. WAPLE,  
Secretary.

## APPENDIX

Applications from the top of the processing line

- BML-2138 WESA, Charleroi-Monessen, Pa. Laubach Radio Properties, Inc. Has: 940 kc, 250 w, Day (Charleroi, Pa.).  
Req: 940 kc, 250 w, Day (Charleroi-Monessen, Pa.).
- BP-14769 New, Conejo Valley, Calif. Conejo Broadcasters. Req: 850 kc, 500 w, DA-1, U.
- BP-16566 WAOP, Otsego, Mich. Allegan County Broadcasters, Inc. Has: 980 kc, 500 w, Day. Req: 980 kc, 1 kw, Day.
- BP-16648 New, Brownsville, Pa. Brownsville Radio, Inc. Req: 1130 kc, 1 kw, Day.
- BP-16651 New, Dillon, Mont. Beaverhead Broadcasting Co. Req: 1240 kc, 250 w, 1 kw-LS, U.
- BP-16654 WNKY, Neon, Ky. Headwaters Broadcasting Corp. Has: 1480 kc, 1 kw, Day. Req: 1500 kc, 5 kw, 500 w (CH), Day.
- BP-16657 KIOT, Barstow, Calif. Beam Broadcasting Co. Has: 1310 kc, 500 w, Day. Req: 1310 kc, 5 kw, DA, Day.
- BP-16659 New, Norwalk, Ohio. Ohio Radio, Inc. Req: 1510 kc, 1 kw, DA, Day.
- BP-16660 New, Gallatin, Tenn. Ellis P. Jones, Jr. Req: 1130 kc, 250 w, Day.
- BP-16662 WTHB, North Augusta, S.C. North Augusta Broadcasting Co. Has: 1550 kc, 1 kw, Day. Req: 1550 kc, 5 kw, Day.
- BP-16666 WNUW, New Albany, Ind. Kentuckiana Broadcasting, Inc. Has: 1570 kc, 1 kw, Day. Req: 1130 kc, 1 kw, Day.
- BP-16667 New, Rutherfordton, N.C. Clayton Sparks. Req: 1520 kc, 250 w, Day.
- BP-16669 WWCM, Brazil, Ind. Albert S. Tedesco. Has: 1380 kc, 500 w, DA, Day. Req: 1130 kc, 500 w, Day.
- BP-16670 WSNW, Seneca, S.C. Blue Ridge Broadcasting Co., Inc. Has: 1150 kc, 1 kw, Day. Req: 1190 kc, 5 kw, DA, Day.
- BP-16675 New, Gardiner, Maine. Durgin Associates, Inc. Req: 1280 kc, 5 kw, DA-N, U.
- BP-16676 New, Mendocino, Calif. Mathew V. Huber & Maria J. Huber, Joint Tenants. Req: 1520 kc, 1 kw, Day.
- BP-16677 KACY, Port Hueneme, Calif. KACY, Inc. Has: 1520 kc, 1 kw, 10 kw-LS, DA-2, U. Req: 1520 kc, 1 kw, 50 kw-LS, DA-2, U.
- BP-16678 New, Newberry, S.C. Service Radio Co. Req: 1520 kc, 1 kw, Day.
- BP-16679 WALD, Walterboro, S.C. Walterboro Radiocasting Co. Has: 1220 kc, 1 kw, Day. Req: 1060 kc, 1 kw, Day.

- BP-16687 New, Andalusia, Ala. Companion Broadcasting Service, Inc. Req: 1530 kc, 1 kw, Day.
- BP-16691 New, Port Sulphur, La. Plaquemines Broadcasting Co., Inc. Req: 1510 kc, 500 w, Day.
- BP-16695 New, Santa Fe, N. Mex. Guy Christian. Req: 810 kc, 5 kw, Day.
- BP-16698 WPLK, Rockmart, Ga. Georgia Radio, Inc. Has: 1220 kc, 500 w, Day. Req: 1060 kc, 5 kw, DA, Day.
- BP-16700 New, Jacksonville, N.C. Brown Broadcasting Co., Inc. Req: 1290 kc, 1 kw, Day.
- BP-16701 New, Houma, La. Branch Associates, Inc. Req: 1090 kc, 5 kw, DA, Day.
- BP-16702 New, St. Maries, Idaho. Clearwater Broadcasting Co. Req: 1600 kc, 1 kw, Day.
- BMP-11612 WDEA, Ellsworth, Maine. Coastal Broadcasting Co., Inc. Has Lic: 1370 kc, 5 kw, Day. Has CP: 1370 kc, 1 kw, 5 kw-LS, DA-N, U. Req MP: 1370 kc, 5 kw, DA-2, U.
- BP-16703 WRPM, Poplarville, Miss. Ben O. Griffin. Has: 1530 kc, 1 kw, Day. Req: 1530 kc, 10 kw, 1 kw(CH), Day.
- BP-16706 New, Milton-Freewater, Ore. James L. Hutchens. Req: 1370 kc, 500 w, Day.
- BP-16710 WMAP, Monroe, N.C. Union Broadcasting Corp. Has: 1060 kc, 250 w, Day. Req: 1060 kc, 1 kw, Day.
- BP-16715 WEEP, Pittsburgh, Pa. Golden Triangle Broadcasting, Inc. Has: 1080 kc, 1 kw, Day. Req: 1080 kc, 50 kw, 25 kw(CH), DA, Day.
- BP-16718 New, Estherville, Iowa. Emmet Radio Corp. Req: 1070 kc, 250 w, DA, Day.
- BP-16720 New, Delhi, La. Richland Broadcasting Co. Req: 1390 kc, 1 kw, Day.
- BP-16724 New, St. Pauls, N.C. Dublin Broadcasting Co. Req: 1060 kc, 250 w, Day.
- BP-16725 KDEF, Albuquerque, N. Mex. Television Properties, Inc. Has: 1150 kc, 500 w, 1 kw-LS, U. Req: 1150 kc, 500 w, 5 kw-LS, DA-N, U.
- BP-16726 New, Lockhart, Tex. Heath-Reasoner Broadcasters. Req: 1060 kc, 250 w, DA, Day.
- BP-16824 WRHC, Jacksonville, Fla. Radio Station WRHC, Inc. Has: 1400 kc, 250 w, U. Req: 1400 kc, 250 w, 1 kw-LS, U.
- BP-16860 New, Gordon, Ga. Heart of Georgia Broadcasting Co., Inc. Req: 1560 kc, 5 kw, DA (CH), Day.
- BP-16868 WMPA, Aberdeen, Miss. J. W. Furr. Has: 1240 kc, 250 w, S. H. Req: 1240 kc, 250 w, 1 kw-LS, S. H.
- BP-16883 WNUZ, Talladega, Ala. Radio Alabama, Inc. Has: 1230 kc, 250 w, U. Req: 1230 kc, 250 w, 1 kw-LS, U.
- BP-16899 KOAD, Lemoore, Calif. Elbert H. Dean and B. L. Golden. Has: 1240 kc, 250 w, U. Req: 1240 kc, 250 w, 1 kw-LS, U.

- BP-16922 WLKS, West Liberty, Ky. Morgan County Industries, Inc. Has: 1450 kc, 250 w, U. Req: 1450 kc, 250 w, 1 kw-LS, U.
- BP-16925 WSEB, Sebring, Fla. H. Philip Nesbitt and Maryann B. Nesbitt, Joint Tenants. Has: 1340 kc, 250 w, U. Req: 1340 kc, 250 w, 1 kw-LS, U.

Application deleted from Public Notice of April 2, 1965 (FCC 65-267) (30 F.R. 4554)

- BP-16545 New, Colonial Heights, Tenn. Ogram Broadcasting Corp. Req: 1090 kc, 1 kw, Day.

(Assigned new File Number BP-16859.)

Application deleted from Public Notice of May 14, 1964 (FCC 64-434) (29 F.R. 6569)

- BP-15554 New, Gordon, Ga. Heart of Georgia Broadcasting Co., Inc. Req: 1560 kc, 5 kw, DA-D (CH), Day, Class II.

(Assigned new File Number BP-16860.)

[F.R. Doc. 65-12145; Filed, Nov. 10, 1965; 8:48 a.m.]

## FEDERAL MARITIME COMMISSION U.S. ATLANTIC AND GULF-JAMAICA CONFERENCE

### Notice of Agreement Filed for Approval

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

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 301; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 10 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter), and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Mr. H. T. Schoonebeek,  
Vice Chairman,  
U.S. Atlantic and Gulf-Jamaica Conference,  
11 Broadway,  
New York, N.Y. 10004.

Agreement 4610-9, between the member lines of the U.S. Atlantic and Gulf-Jamaica Conference, has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended. This amendment modifies the basic agreement to enlarge its scope by adding the Northbound trade from Jamaican ports to U.S. Atlantic and Gulf

<sup>1</sup> Commissioner Hyde absent.



ports in accordance with terms and conditions set forth therein.

Dated: November 8, 1965.

By order of the Federal Maritime Commission.

THOMAS LISI,  
Secretary.

[F.R. Doc. 65-12108; Filed, Nov. 10, 1965;  
8:45 a.m.]

## FEDERAL POWER COMMISSION

[Docket No. RI66-139]

### AMERADA PETROLEUM CORP.

#### Order Providing for Hearing on and Suspension of Proposed Change in Rate, and Allowing Rate Change To Become Effective Subject to Refund

NOVEMBER 3, 1965.

Respondent named herein has filed a proposed change in rate and charge of a currently effective rate schedule for the sale of natural gas under Commission jurisdiction, as set forth in Appendix A hereof.

The proposed changed rate and charge 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 a hearing regarding the lawfulness of the proposed change, and that the supplement herein be suspended and its use be deferred as ordered below.

The Commission orders:

(A) Under the Natural Gas Act, particularly sections 4 and 15, the regulations pertaining thereto (18 CFR Ch. I), and the Commission's rules of practice and procedure, a public hearing shall be held concerning the lawfulness of the proposed change.

(B) Pending hearing and decision thereon, the rate supplement herein is suspended and its use deferred until date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act: *Provided, however*, That the supplement to the rate schedule filed by Respondent shall become effective subject to refund on the date and in the manner herein prescribed if within 20 days from the date of the issuance of this

order Respondent shall execute and file under its above-designated docket number with the Secretary of the Commission its agreement and undertaking to comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder, accompanied by a certificate showing service of a copy thereof upon the purchaser under the rate schedule involved. Unless Respondent is advised to the contrary within 15 days after the filing of its agreement and undertaking, such agreement and undertaking shall be deemed to have been accepted.

(C) Until otherwise ordered by the Commission, neither the suspended supplement, nor the rate schedule sought to be altered, shall be changed until disposition of this proceeding or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37 (f)) on or before December 22, 1965.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,  
Secretary.

#### APPENDIX A

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 Nos.
									Rate in effect	Proposed increased rate	
RI66-139...	Amerada Petroleum Corporation, P.O. Box 2040, Tulsa, Oklahoma, 74102, Attn: Mr. W. H. Bourne.	122	17	Northwest Production Corp. (Barnhart Field, Reagan County, Tex.) (R.R. District No. 7-c) (Permian Basin Area).	\$138	10-4-65	11-4-65	11-5-65	9.3470	9.9696	RI61-56.

<sup>1</sup> The stated effective date is the first day after expiration of the required statutory notice.

<sup>2</sup> The suspension period is limited to 1 day.

<sup>3</sup> Revenue-sharing rate increase.

<sup>4</sup> Pressure base is 14.65 p.s.i.a.

<sup>5</sup> Based on buyer's resale rate of 18.2430 cents per Mcf effective subject to refund in Docket No. RI65-113.

Amerada Petroleum Corp. (Amerada) requests that its proposed rate increase be permitted to become effective as of October 1, 1965. 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 Amerada's rate filing and such request is denied.

Amerada proposes a rate increase from 9.3470 cents to 9.9696 cents per Mcf, amounting to \$138 annually, for a sale of casing-head gas in the Permian Basin Area of Texas to Northwest Production Corp. (Northwest). Northwest processes the gas in its gasoline plant and sells the residue gas derived therefrom to El Paso Natural Gas Co. (El Paso).

The proposed increase is based on a contract provision which provides that beginning January 1, 1960, until termination of the contract, Northwest shall pay Amerada sixty percent (60%) of the price Northwest receives from its sale of residue gas to El Paso, less compression and treating charges.

Amerada's proposed rate of 9.9696 cents per Mcf is based on the Northwest increased rate of 18.2430 cents per Mcf which has been in effect subject to refund in Docket No. RI65-113 and which exceeds the applicable 14.5 cents per Mcf base ceiling prescribed in Opinion No. 468 for the sale by Northwest. Amerada's and Northwest's contracts were executed prior to January 1, 1961.

Since the section 5(a) determinations made in Opinion Nos. 468 and 468-A, including the determination with respect to Northwest's just and reasonable rate, are effective as of September 1, 1965, there appears to be no contractual basis for Amerada's filing. Nevertheless, we have decided to suspend Amerada's proposed rate for one day pending decision on the contractual question presented here or the justness and reasonableness of the proposed rate. A suspension period of only 1 day is provided because the buyer's resale rate has been in effect subject to refund.

[F.R. Doc. 65-12109; Filed, Nov. 10, 1965;  
8:45 a.m.]

[Docket No. AR61-1 etc.]

#### AREA RATE PROCEEDING; PERMIAN BASIN

#### Order To Show Cause; Correction

OCTOBER 7, 1965.

In the Order To Show Cause, issued August 5, 1965, and published in the FEDERAL REGISTER August 12, 1965 (F.R. Doc. 65-8452; 30 F.R. 10066), the following corrections should be made in

Appendix A: Change "Helmrick & Payne" to read "Helmerich & Payne".

The following corrections should be made in Appendix C: Delete Docket No. "RI63-304" after Champlin Petroleum Co.; change Docket No. "G-18688" to "G-18668" after Hunt Oil Co.; delete "Docket No. G-18185, G-18186, G-18266, G-18267 and RI60-235" after Shell Oil Co., Shell Oil Co. (Operator), Shell Oil Co. (Operator), et al.; delete Docket No. "G-18184 and RI65-802" after Sun Oil Co.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 65-12110; Filed, Nov. 10, 1965;  
8:45 a.m.]

[Docket No. G-9792 etc.]

#### CITIES SERVICE OIL CO. ET AL. Findings and Order; Correction

OCTOBER 7, 1965.

In the Findings and Order After Statutory Hearing Issuing Certificates of Public Convenience and Necessity, Amending Certificates, Permitting and



Approving Abandonment of Service, Terminating Certificates, Making Successors Co-Respondent, Redesignating Proceedings, Requiring Filing of Agreement and Undertaking, Requiring Filing of Surety Bond, and Accepting Related Rate Schedules and Supplements for Filing, issued July 29, 1965, and published in the FEDERAL REGISTER August 6, 1965 (F.R. Doc. 65-8211; 30 F.R. 9835), in the chart change Applicant's name to read "Tri-Apco, Inc., et al." in lieu of "John S. Bailey, Jr., et al., d.b.a. Tri-Apco, Inc." after docket No. CI65-1299.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 65-12111; Filed, Nov. 10, 1965;  
8:45 a.m.]

[Docket No. CP66-123]

## EL PASO NATURAL GAS CO.

### Notice of Application

NOVEMBER 3, 1965.

Take notice that on October 22, 1965, El Paso Natural Gas Co. (Applicant), Post Office Box 1492, El Paso, Tex., 79999, filed an application in Docket No. CP66-123 pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of certain measuring and regulating facilities and the acquisition from Southern Union Gas Co. (Southern Union) and operation of certain segments of transmission pipelines to be constructed by Southern Union. By the same filing, Applicant seeks authorization to sell and deliver to Southern Union natural gas for resale and distribution to consumers in the community of Lake Havasu City, Ariz., and natural gas for resale to Bagdad Copper Corp. (Bagdad Copper) for use in Bagdad Copper's copper mining and refining operations in Bagdad, Ariz. These proposals are more fully described in the application which is on file with the Commission and open to public inspection.

The application states that Applicant and Southern Union have undertaken two projects designed to introduce natural gas into Lake Havasu City and Bagdad, Ariz., respectively. Applicant proposes to construct two measuring and regulating stations situated, respectively, at a point adjacent to its San Juan mainline system in Mohave County, Ariz., and at a point adjacent to its Havasu crossover line in Mohave County, Ariz., at an estimated cost of \$5,700 each.

Southern Union proposes to construct a 4½-inch O.D. transmission pipeline, at an estimated cost of \$179,793, extending from the aforementioned San Juan mainline measuring and regulating station in a southerly direction for approximately 16.3 miles to the Lake Havasu City area. Southern Union would also construct a 3½-inch O.D. transmission pipeline, at an estimated cost of \$567,269, extending from the aforementioned Havasu crossover line measuring and

regulating station in an easterly direction for approximately 46.8 miles.

Applicant proposes to acquire and operate that portion of Southern Union's Lake Havasu City pipeline, estimated at 9.83 miles, representing \$125,000 (less the cost of Applicant's measuring station and any title curative costs incurred by Applicant) of the total installed cost of such pipeline which is estimated to be \$179,793.

Applicant also proposes to acquire and operate the initial portion of Southern Union's Bagdad pipeline, estimated at 7.17 miles, representing \$100,000 (less the cost of Applicant's measuring and regulating station and any title curative costs incurred by Applicant) of the total installed cost of such pipeline which is estimated to be \$567,269.

The maximum daily and annual natural gas requirements of Southern Union during the third full year of the proposed service are estimated to be, respectively, 2,388 Mcf and 476,532 Mcf for the Lake Havasu City area and 1,157 Mcf and 255,400 Mcf for the Bagdad area.

Southern Union proposes to construct distribution facilities costing an estimated \$353,800, to provide service in the Lake Havasu City area.

The sales and deliveries of natural gas to Southern Union as set forth above are proposed to be made in accordance with and at rates contained in Applicant's Rate Schedules A-1 and B-1, FPC Gas Tariff, Original Volume No. 1, and Applicant states that no changes will be required in its tariff.

The cost of the facilities to be constructed and acquired by Applicant will be paid for from working funds.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before November 29, 1965.

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

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

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 65-12112; Filed, Nov. 10, 1965;  
8:45 a.m.]

[Docket No. RP66-14]

## MONTANA-DAKOTA UTILITIES CO.

### Notice of Proposed Change in Rates and Charges

NOVEMBER 3, 1965.

Take notice that on October 28, 1965, Montana-Dakota Utilities Co. (Montana-Dakota) tendered for filing certain changes in its FPC Gas Tariff, Original Volume No. 4, to become effective as of December 15, 1965. Montana-Dakota proposes to increase the rates and charges in its Rate Schedules G-1 and RP-1 and to establish a new rate schedule, designated as I-1, for service to large industrial customers on an interruptible basis. The tender reflects an annual increase in jurisdictional revenues of approximately \$230,000 (from \$280,000 to \$510,000) based on sales during the twelve months ended June 30, 1965.

Copies of the proposal have been served on the Public Service Commission of Wyoming and the company's jurisdictional customers. Comments may be filed with the Federal Power Commission, Washington, D.C., on or before December 1, 1965.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 65-12114; Filed, Nov. 10, 1965;  
8:45 a.m.]

[Docket No. RI66-68, etc.]

## STEVENS COUNTY OIL & GAS CO. ET AL.

### Order Providing for Hearings on and Suspension of Proposed Changes in Rates; Correction

OCTOBER 7, 1965.

In the Order Providing for Hearings on and Suspension of Proposed Changes in Rates, issued September 22, 1965, and published in the FEDERAL REGISTER September 29, 1965 (F.R. Doc. 65-10297; 30 F.R. 12425); in the chart after Docket No. RI66-71, Sun Oil Co. change the "Date Suspended Until" from "2-28-65" to "2-28-66".

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 65-12115; Filed, Nov. 10, 1965;  
8:46 a.m.]

[Docket No. G-14624]<sup>1</sup>

## SHARPLES & CO. PROPERTIES ET AL.

### Order Accepting Increased Rate Filing, Severing and Terminating Proceeding

NOVEMBER 3, 1965.

Sharples & Co. Properties (Operator), et al. (Sharples), a producer-respondent in the Permian Basin Opinion No. 468, has filed a motion to place a suspended

<sup>1</sup>The above-designated proceeding was consolidated with the Area Rate Proceeding in Docket Nos. AR61-1, et al.



rate of 17.2295 cents per Mcf "partially into effect", Sharples wants the rate of 14.5 cents per Mcf (Permian Basin Area Rate) to be effective. The motion is being treated as a "fractured" rate increase from 10.096 cents to 14.5 cents per Mcf, amounting to \$317 annually. The rate filing pertains to residue gas derived from casinghead gas sold to El Paso Natural Gas Co. in the Permian Basin Area of Texas as set forth in Appendix A hereof.

On February 8, 1960, Sharples filed a renegotiated rate increase from 10.0 cents to 17.1632 cents per Mcf which was suspended in Docket No. G-14624. The renegotiated rate was subsequently corrected to 17.2295 cents per Mcf to reflect the proper amount of tax reimbursement. The suspended rate has not been placed into effect. The rate increase involved is applicable to a so-called Spraberry contract dated August 28, 1963, in which

the casinghead gas is processed in buyer's Midkiff plant. The buyer pays Sharples a fixed rate for the residue gas, plus a percentage of the extracted liquids. Docket No. G-14624 is consolidated in the Permian Basin Opinion No. 468.

Since Sharples is limiting the increased rate so as not to exceed the applicable area rate of 14.5 cents per Mcf prescribed in Opinion No. 468 and 468-A, we believe it should be accepted for filing to be effective as of November 4, 1965, the date of expiration of the statutory notice, and Docket No. G-14624 should be severed from Part III of Appendix A of the Permian Basin Opinion No. 468 and the rate suspension proceeding therein terminated as hereinafter ordered.

#### The Commission finds:

(1) It is necessary and proper in carrying out the provisions of the Natural Gas Act and the regulations thereunder

to accept for filing the increased rate change listed in Appendix "A" hereof to become effective as of November 4, 1965, the date of expiration of the statutory notice.

(2) Docket No. G-14624 should be severed from Part III of Appendix A of the Permian Basin Opinion No. 468 and the related rate suspension proceeding therein terminated as hereinafter ordered.

#### The Commission orders:

(A) Sharples' rate filing, designated as Supplement No. 9 to Sharples' FPC Gas Rate Schedule No. 2, is accepted for filing to become effective as of November 4, 1965.

(B) The proceeding in Docket No. G-14624 is severed from Part III of Appendix A (AR61-1, et al.) of the Permian Basin Opinion No. 468 and is terminated.

By the Commission.

[SEAL] JOSEPH H. GUTRIE,  
Secretary.

#### APPENDIX A

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 Nos.
									Rate in effect	Proposed increased rate	
G-14624....	Sharples and Co. Properties (Operator), et al., Suite 1001, 1700 Broadway, Denver, Colo., 80202.	2	9	El Paso Natural Gas Co. (Spraberry Field, Reagan County, Tex.) (B.R. District No. 7-c) (Permian Basin Area).	\$317	10-4-65	11-4-65	(Accepted).	* 10.096	* 14.5	

\* The stated effective date is the first day after expiration of the required statutory notice.

\* "Fractured" rate increase.

\* Pressure base is 14.65 p.s.i.a.

\* Excludes acreage dedicated by Supplements Nos. 7 and 8.

\* Proposed rate of 17.2295 cents per Mcf was suspended in Docket No. G-14624 (rate not placed into effect).

[F.R. Doc. 65-12116; Filed, Nov. 10, 1965; 8:46 a.m.]

## NATIONAL AERONAUTICS AND SPACE COUNCIL

RONALD F. STINNETT

### Notice of Basic Compensation

Position to be changed. Staff Assistant, \$20,245 per annum SCS No. 1.

Notice of basic compensation. Name and title, Ronald F. Stinnett, Staff Assistant; new pay rate, \$20,975 per annum; old pay rate, \$20,245 per annum; and position no. SCS No. 1.

Authority for pay change. P.L. 88-426 approved August 14, 1964, Title III, section 306, subsection (c) reads: "That part of section 201(f) of the National Aeronautics and Space Act of 1958 (72 Stat. 428; 42 U.S.C. 2471(f)), fixing a limit of \$19,000 on the compensation of seven persons in the National Aeronautics and Space Council, is amended by striking out 'compensated at the rate of not more than \$19,000 a year,' and inserting in lieu thereof 'compensated at not to exceed the highest rate of grade 18 of the General Schedule of the Classification Act of 1949, as amended,'" and section 15(b) of P.L. 89-301 approved October 1965.

Effective date. October 10, 1965.

E. L. LACEY,

Administrative Officer.

[F.R. Doc. 65-12127; Filed, Nov. 10, 1965; 8:47 a.m.]

### CHARLES S. SHELDON AND EUGENE B. KONECCI

### Notice of Basic Compensation

Positions to be changed.

	Old pay rate (per annum)	Position No.
Aerospace Assistant.....	\$24,500	SCS No. 2
Aerospace Assistant.....	24,500	SCS No. 3

### Notice of basic compensation.

Name and title	New pay rate (per annum)	Old pay rate (per annum)	Position No.
Charles S. Sheldon II, Aerospace Assistant.....	\$25,382	\$24,500	SCS No. 2
Eugene B. Konecci, Aerospace Assistant.....	25,382	24,500	SCS No. 3

Authority for pay change. P.L. 88-426 approved August 14, 1964, Title III, section 306, subsection (c) reads: "That part of section 201(f) of the National

Aeronautics and Space Act of 1958 (72 Stat. 428; 42 U.S.C. 2471(f)), fixing a limit of \$19,000 on the compensation of seven persons in the National Aeronautics and Space Council, is amended by striking out 'compensated at the rate of not more than \$19,000 a year,' and inserting in lieu thereof 'compensated at not to exceed the highest rate of grade 18 of the General Schedule of the Classification Act of 1949, as amended,'" and section 15(b) of P.L. 89-301 approved October 1965.

Effective date. October 10, 1965.

E. L. LACEY,

Administrative Officer.

[F.R. Doc. 65-12128; Filed, Nov. 10, 1965; 8:47 a.m.]

## SECURITIES AND EXCHANGE COMMISSION

[File No. 70-4322]

### MONONGAHELA POWER CO. ET AL.

### Notice of Proposed Transactions Related to Merger of Subsidiary Companies

NOVEMBER 5, 1965.

Notice is hereby given that Allegheny Power System, Inc. ("Allegheny"), 320



Park Avenue, New York, N.Y., 10022, a registered holding company, and its subsidiary company, Monongahela Power Co. ("Monongahela"), a West Virginia corporation, all of whose outstanding common stock is owned by Allegheny, together with Monongahela's wholly owned subsidiary companies. The Marietta Electric Co. ("Marietta"), an Ohio corporation, and The West Maryland Power Co. ("West Maryland"), a Maryland corporation, have filed a joint application-declaration with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating sections 6(a), 7, 9(a), 9(b), 10, 11(b), 12(b), 12(d), and 12(f) of the Act and Rules 42, 43, 45, and 50(a) (5) promulgated thereunder as applicable to the proposed transactions. All interested persons are referred to the joint application-declaration, on file at the office of the Commission, for a statement of the transactions therein proposed which are summarized below.

The aforesaid subsidiary companies have entered into an agreement under which it is proposed that Monongahela and West Maryland be merged into Marietta, the surviving corporation, which will assume the name of Monongahela Power Co. It is stated that the proposed merger will simplify the intercorporate structure, will conform with the relevant provisions of section 11(b) of the Act, will facilitate further efficiencies in operations, and will not result in any change in control or service performed for the public.

Monongahela, West Maryland, and Marietta are electric utility companies serving adjacent areas of West Virginia, Maryland, and Ohio, respectively. West Maryland and Marietta purchase all of their firm power requirements from Monongahela. As at June 30, 1965, the total assets of Monongahela, West Maryland, and Marietta were \$164,670,605, \$1,485,166, and \$7,578,680, respectively.

The filing states that Marietta was chosen as the surviving corporation in the proposed merger because the General Corporation Law of Ohio requires a public-utility company which is an electric utility company operating in Ohio to be incorporated under the laws of Ohio. The surviving corporation will have only one subsidiary company, Monterey Utilities Corp. ("Monterey"), a Virginia corporation and presently a wholly owned subsidiary company of Monongahela. It is not proposed to merge Monterey into Marietta because the Constitution of Virginia prohibits a foreign corporation from operating as a public service company in Virginia.

Under the merger agreement, the surviving corporation will acquire all of the assets of Monongahela and West Maryland and assume all their liabilities, in-

cluding Monongahela's outstanding first mortgage bonds in the aggregate principal amount of \$71,000,000. It will amend its charter (a) to increase its authorized capital stock from \$3,250,000 to \$49,500,000, divided into 190,000 shares of cumulative preferred stock, par value \$100 per share, issuable in series, and 610,000 shares of common stock, par value \$50 per share; and (b) to include in the charter of the surviving corporation substantially all of the present provisions of the Monongahela charter. It will issue to Allegheny 498,823 shares of its \$50 par value common stock for the presently outstanding 3,837,100 shares of Monongahela common stock \$6.50 par value per share, owned by Allegheny. All of Monongahela's outstanding \$100 par value cumulative preferred stock will be retired, in exchange for which the surviving corporation will issue the same number of identical shares of its preferred stock, as follows: 90,000 shares of 4.40 percent Cumulative Preferred Stock, 40,000 shares of 4.80 percent Cumulative Preferred Stock, Series B, and 60,000 shares of 4.50 percent Cumulative Preferred Stock, Series C. All of the outstanding 7,000 shares of capital stock of West Maryland and all of the outstanding 32,500 shares of capital stock of Marietta will be retired.

The surviving corporation will record the assets to be acquired and the liabilities to be assumed, with appropriate inter-company eliminations, at the amounts recorded on the books of the merging companies at the effective date of the merger. The preferred and common stocks to be issued by the surviving corporation will be similarly recorded. The earned surplus of the surviving corporation will reflect the combined earned surplus of the merging companies.

Fees and expenses incident to the proposed merger are to be paid by the surviving corporation and are estimated at \$25,000, including counsel fees and expenses of \$10,000, and filing and recording taxes and fees of \$8,200.

The joint application-declaration states that prior authorization of the Maryland Public Service Commission and of the West Virginia Public Service Commission is required for the proposed merger; that prior authorization of the Ohio Public Utilities Commission is required for the proposed merger, for the assumption by the surviving corporation of the Monongahela first mortgage bonds and indenture, and for the acquisition by the surviving corporation of the stock of Monterey; and that no other State commission and no Federal commission, other than this Commission, has jurisdiction over the proposed transactions.

Notice is hereby given that any interested person may, not later than December 1, 1965, request in writing that a

hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said joint application-declaration which he desires to controvert; or he may request that he be notified if the Commission should 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 (airmail if the person being served is located more than 500 miles from the point of mailing) upon the applicants-declarants 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 joint application-declaration, as filed or as it may be amended, may be granted and permitted to become effective as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate.

For the Commission (pursuant to delegated authority).

[SEAL]

ORVAL L. DuBOIS,  
Secretary.[F.R. Doc. 65-12130; Filed, Nov. 10, 1965;  
8:47 a.m.]

[File No. 1-3393]

VTR, INC.

## Order Suspending Trading

NOVEMBER 5, 1965.

The common stock, \$1 par value, of VTR, Inc., being listed and registered on the American Stock Exchange, pursuant to provisions of the Securities Exchange Act of 1934; and

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

It is ordered, Pursuant to sections 15(c) (5) and 19(a) (4) of the Securities Exchange Act of 1934, that trading in such securities on the American Stock Exchange and otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period November 8, 1965, through November 17, 1965, both dates inclusive.

By the Commission.

[SEAL]

ORVAL L. DuBOIS,  
Secretary.[F.R. Doc. 65-12131; Filed, Nov. 10, 1965;  
8:47 a.m.]



## CUMULATIVE LIST OF CFR PARTS AFFECTED—NOVEMBER

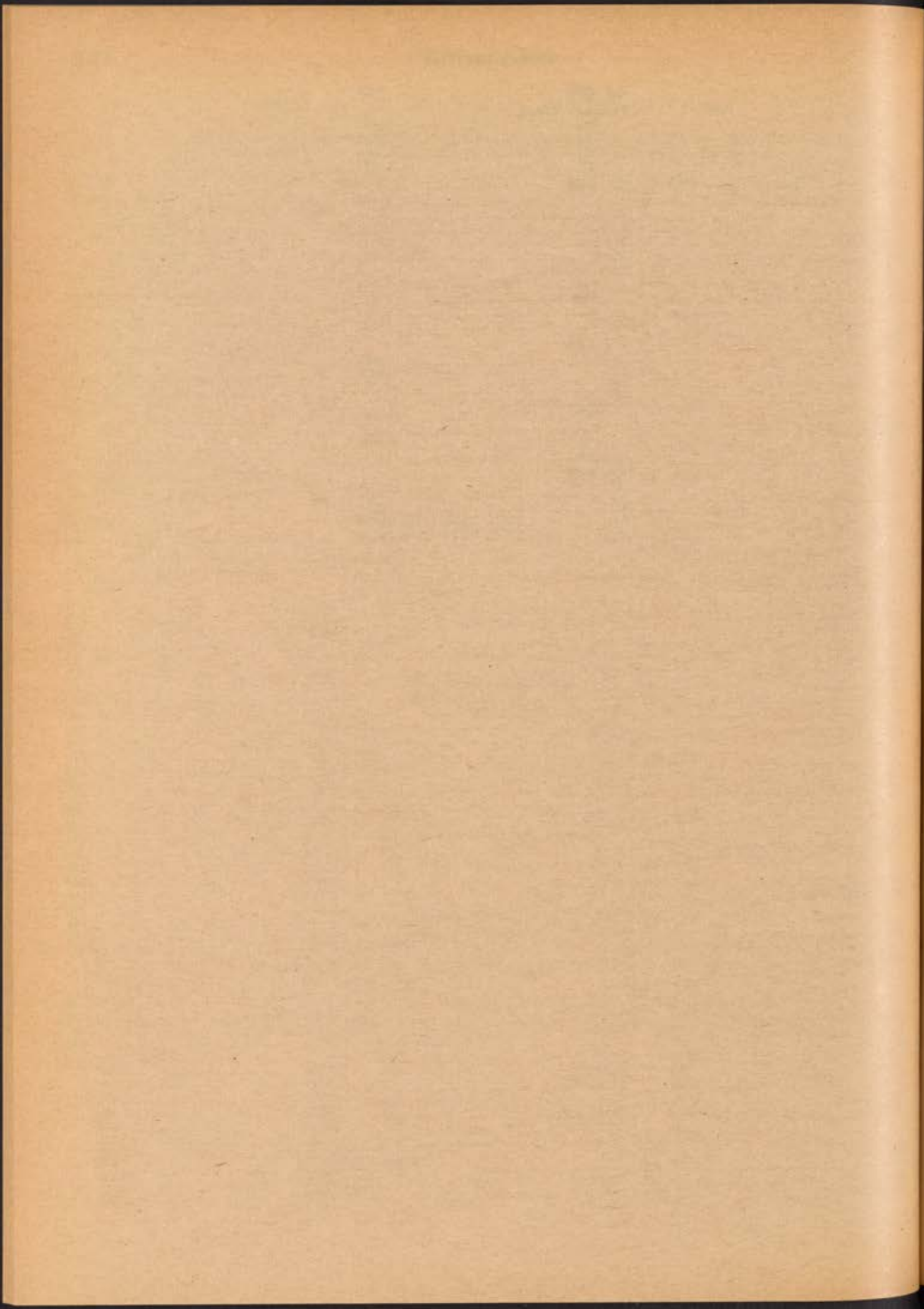
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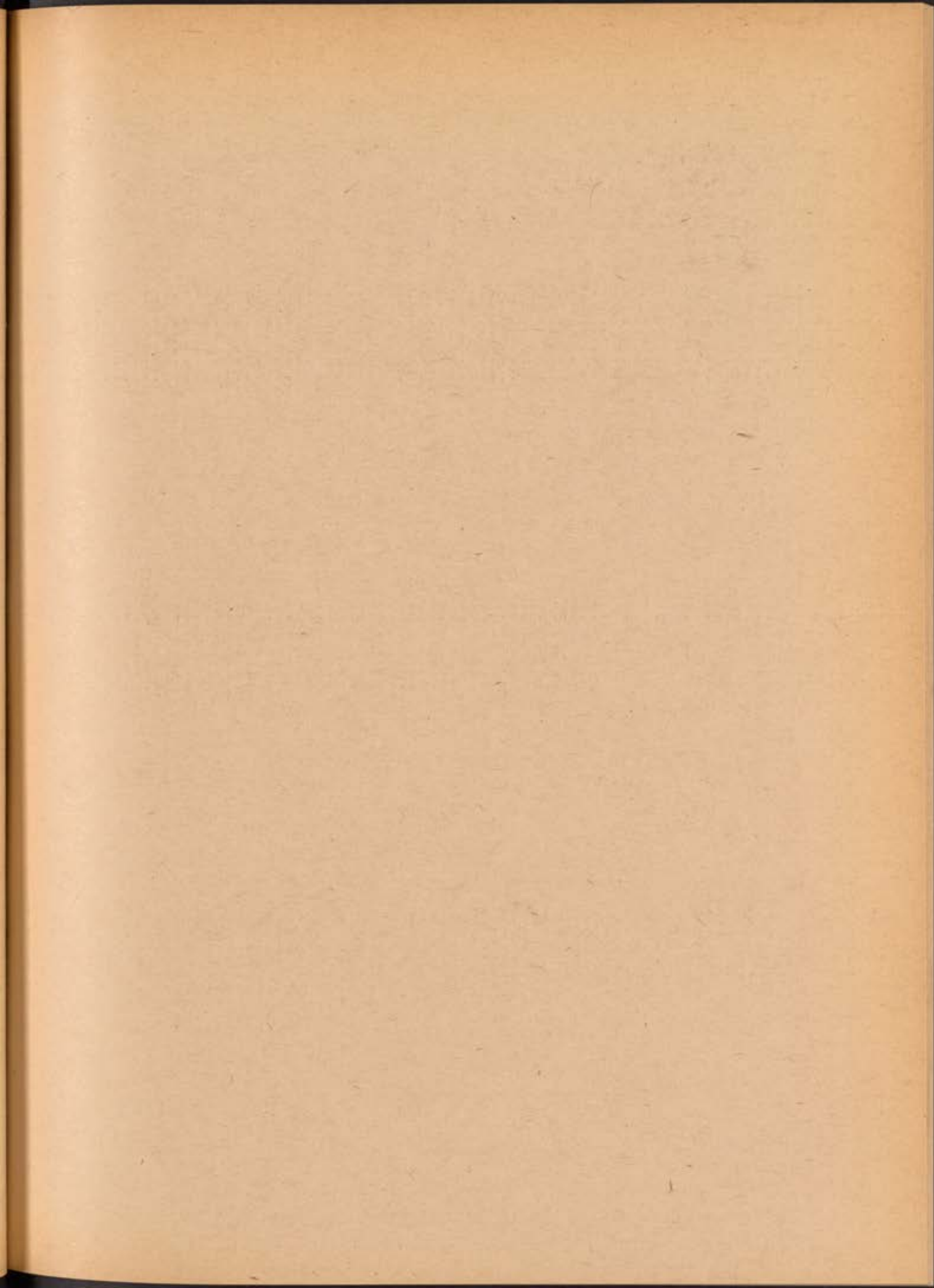


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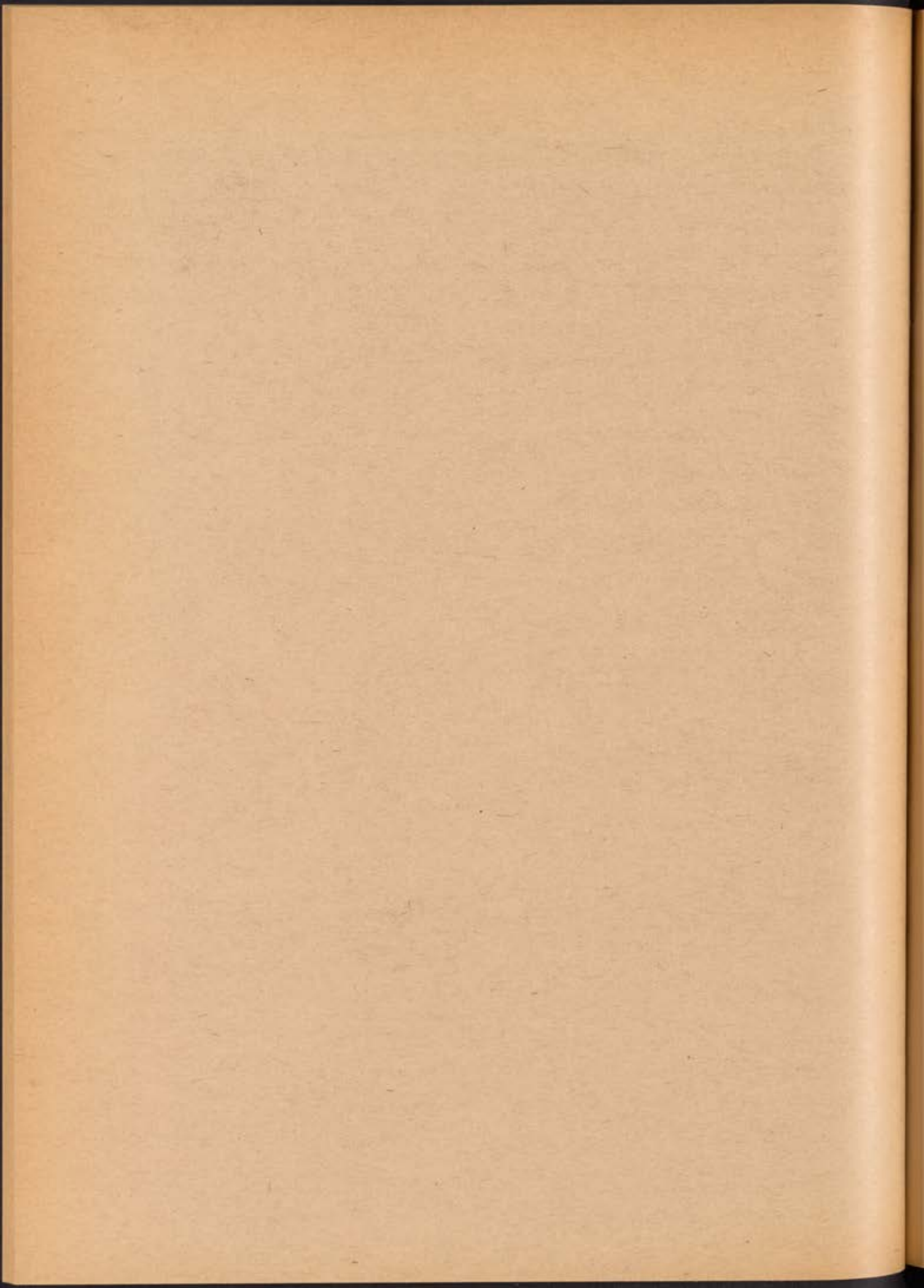




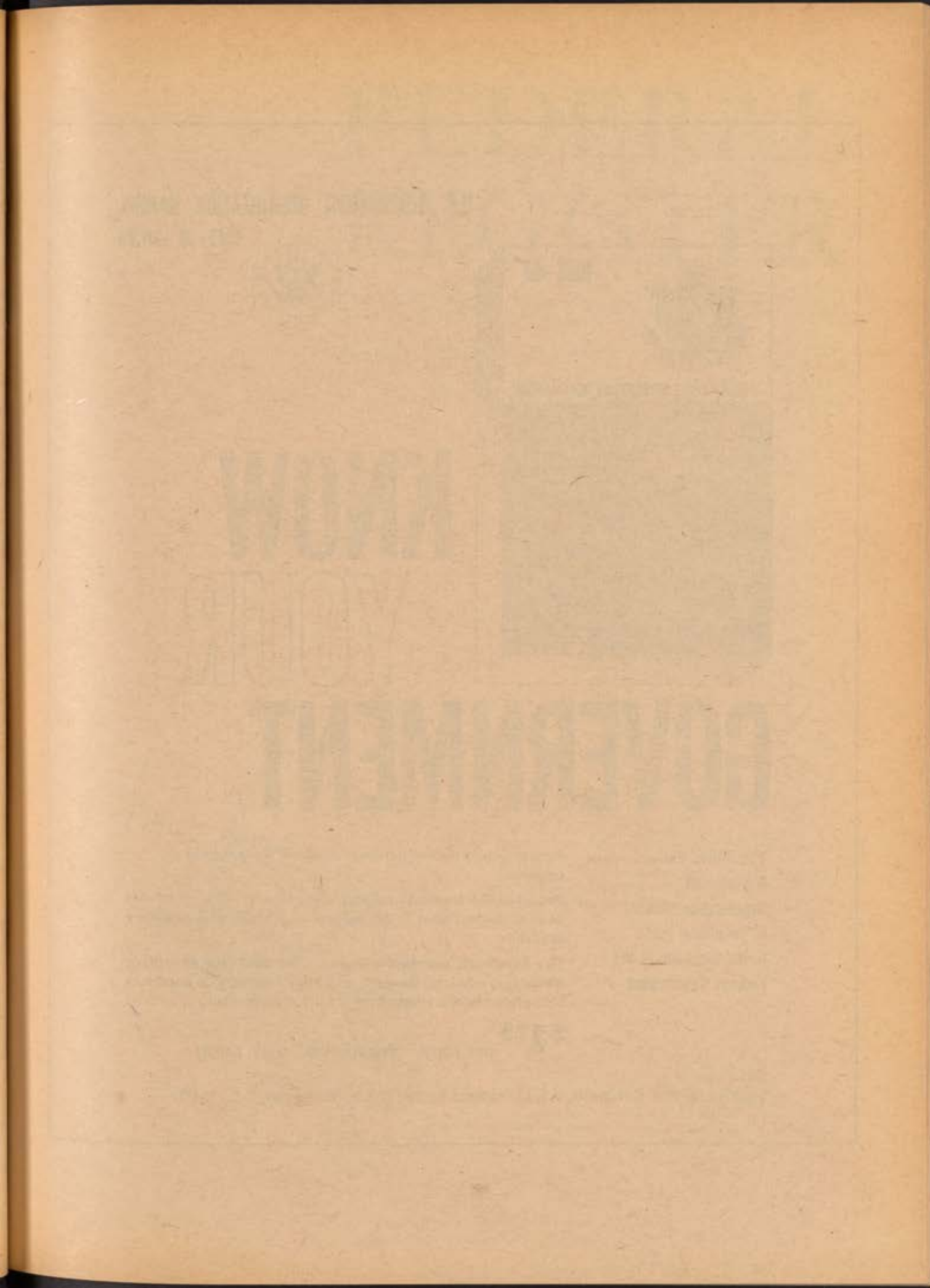








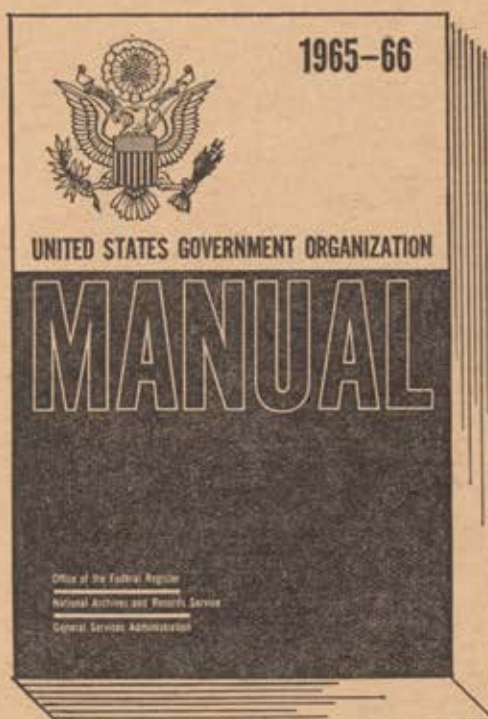






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