

FEDERAL REGISTER

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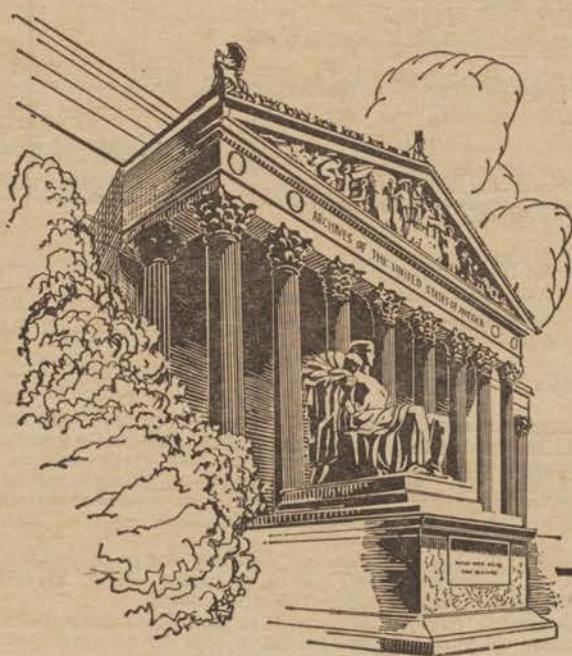
Thursday, January 20, 1966 • Washington, D.C.

Pages 739-802

Agencies in this issue—

The President
Agricultural Research Service
Agricultural Stabilization and
Conservation Service
Civil Aeronautics Board
Commerce Department
Delaware River Basin Commission
Federal Communications Commission
Federal Maritime Commission
Federal Power Commission
Fish and Wildlife Service
Foreign Assets Control Office
International Commerce Bureau
Interstate Commerce Commission
Land Management Bureau
Maritime Administration
National Park Service
Securities and Exchange Commission
Selective Service System
Tariff Commission
Treasury Department
Veterans Administration
Wage and Hour Division

Detailed list of Contents appears inside.



How To Find U.S. Statutes and U.S. Code Citations

[Revised Edition—1965]

This pamphlet contains typical legal references which require further citing. The official published volumes in which the citations may be found are shown alongside each reference—with suggestions as to the logical sequence to follow in using them. Additional finding aids, some especially useful in citing current legislation, also have been in-

cluded. Examples are furnished at pertinent points and a list of references, with descriptions, is carried at the end.

This revised edition contains illustrations of principal finding aids and reflects the changes made in the new master table of statutes set out in the 1964 edition of the United States Code.

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Contents

THE PRESIDENT

EXECUTIVE ORDER

Amending the Selective Service regulations

EXECUTIVE AGENCIES	
AGRICULTURAL RESEARCH SERVICE	
Rules and Regulations	
Scabies in cattle; quarantined areas	745
AGRICULTURAL STABILIZATION AND CONSERVATION SERVICE	
Rules and Regulations	
Wheat, 1966-1969; correction	745
AGRICULTURE DEPARTMENT	
See Agricultural Research Service; Agricultural Stabilization and Conservation Service.	
CIVIL AERONAUTICS BOARD	
Proposed Rule Making	
Air carrier tariffs; effect of new or changed fares on revenue, traffic, and fares per mile	
Notices	
IATA establishment and operation; agreement	
Ozark Air Lines, Inc.; route alignment investigation	
COMMERCE DEPARTMENT	
See also International Commerce Bureau; Maritime Administration.	
Notices	
Environmental Science Services Administration; organization and functions	
DELAWARE RIVER BASIN COMMISSION	
Notices	
Water resources program and comprehensive plan; hearing	
FEDERAL COMMUNICATIONS COMMISSION	
Rules and Regulations	
Communication common carriers; annual report forms	
Telephone companies; annual reports; exemptions	
Logs; changes and corrections	
Proposed Rule Making	
Aeronautical radionavigation service in New York City	
LORAN-C radionavigation system; priority in certain band	755
Microwave relays to be licensed to translator operators	755
Operational fixed stations; expanded cooperative sharing	755
Operator requirements	755
Standard broadcast service; standard method in lieu of MEOV concept	755
Table of assignments, FM broadcast stations (2 documents)	756, 757
Notices	
<i>Hearings, etc.:</i>	
Boardman Broadcasting Co., Inc., and Daniel Enterprises, Inc.	774
Reising, Keith L., et al.	775
Twin-State Radio, Inc., and Richland Broadcasting Co.	776
FEDERAL MARITIME COMMISSION	
Proposed Rule Making	
Oceangoing common carriers and person shipping for own accounts	764
FEDERAL POWER COMMISSION	
Notices	
<i>Hearings, etc.:</i>	
Hunt Oil Co. et al.	776
Mayflo Oil Co.	777
Oklahoma Natural Gas Gathering Corp.	778
FISH AND WILDLIFE SERVICE	
Notices	
Hercules Fishing Products, Inc.; hearing	769
McKean, Robert D.; loan application	769
FOREIGN ASSETS CONTROL OFFICE	
Notices	
Camel hair noils; importation from United Kingdom; available certification	
INTERIOR DEPARTMENT	
See Fish and Wildlife Service; Land Management Bureau; National Park Service.	
INTERNATIONAL COMMERCE BUREAU	
Notices	
Klementz, Maximilian; order denying export privileges	
Koenig & Co., S.p.r.L.; consent probation order for Export Control Act violations	
INTERSTATE COMMERCE COMMISSION	
Notices	
Motor carrier:	
Broker, water carrier and freight forwarder applications	780
Temporary authority applications	799
Transfer proceedings	800
Pacific Inland Tariff Bureau, Inc.; agreement	801
LABOR DEPARTMENT	
See Wage and Hour Division.	
LAND MANAGEMENT BUREAU	
Notices	
Montana; grazing districts	769
Proposed withdrawal and reservation of lands:	
Alaska	765
Idaho	766
New Mexico	766
Oregon (2 documents)	768
MARITIME ADMINISTRATION	
Notices	
Chief, Office of Government Aid; authority delegation	770
NATIONAL PARK SERVICE	
Notices	
Chiefs, Design and Construction Field Offices; authority delegation	769
SECURITIES AND EXCHANGE COMMISSION	
Notices	
<i>Hearings, etc.:</i>	
American Natural Gas Co.	778
VTR, Inc.	779
SELECTIVE SERVICE SYSTEM	
Rules and Regulations	
Classification rules and principles; registrant with child or children; and registrant deferred by reason of extreme hardship to dependents; cross reference	745
TARIFF COMMISSION	
Notices	
Titanium dioxide from West Germany; investigation	779

(Continued on next page)

CONTENTS

TREASURY DEPARTMENT

See also Foreign Assets Control Office.

Notices

Fireman's Fund Insurance Co. and Home Fire and Marine Insurance Company of California; surety on Federal bonds----- 765

VETERANS ADMINISTRATION**Rules and Regulations**

Transportation factors in procurement of personal property----- 745

WAGE AND HOUR DIVISION**Notices**

Certificates authorizing employment of learners at special minimum rates----- 780

List of CFR Parts Affected

(Codification Guide)

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

A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1966, and specifies how they are affected.

3 CFR**EXECUTIVE ORDERS:**

10292 (see EO 11266)-----

10469 (see EO 11266)-----

11098 (see EO 11266)-----

11266-----

7 CFR

728-----

9 CFR

73-----

14 CFR**PROPOSED RULES:**

221-----

32 CFR

1622-----

743-----

41 CFR

743-----

8-19-----

743-----

46 CFR**PROPOSED RULES:**

745-----

510-----

47 CFR

1 (2 documents)-----

43-----

51-----

74-----

73-----

PROPOSED RULES:

2 (2 documents)-----

73 (3 documents)-----

74-----

81-----

83-----

85-----

87 (2 documents)-----

89-----

91-----

93-----

746

746

746

748

755

755

756, 757

758

759

759

759

763

763

763

763

Presidential Documents

Title 3—THE PRESIDENT

Executive Order 11266

AMENDING THE SELECTIVE SERVICE REGULATIONS

By virtue of the authority vested in me by the Universal Military Training and Service Act (62 Stat. 604), as amended, I hereby prescribe the following amendment of the Selective Service Regulations prescribed by Executive Orders No. 10292 of September 25, 1951, No. 10469 of July 11, 1953, and No. 11098 of March 14, 1963, and constituting portions of Chapter XVI of Title 32 of the Code of Federal Regulations:

Paragraph (a) of section 1622.30, *Registrant with a Child or Children; and Registrant Deferred by Reason of Extreme Hardship to Dependents*, is amended to read as follows:

“(a) In Class III-A shall be placed any registrant who has a child or children with whom he maintains a bona fide family relationship in their home and who is not a physician, dentist or veterinarian, or who is not in an allied specialist category which may be announced by the Director of Selective Service after being advised by the Secretary of Defense that a special requisition under authority of section 1631.4 of these regulations will be issued for the delivery of registrants in such category.”

LYNDON B. JOHNSON

THE WHITE HOUSE,
January 18, 1966.

[F.R. Doc. 66-706; Filed, Jan. 18, 1966; 3:34 p.m.]

Geological Sketches

A

1

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

31

32

33

34

35

Rules and Regulations

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

PART 73—SCABIES IN CATTLE

Areas Quarantined Because of Scabies

Pursuant to sections 1 and 3 of the Act of March 3, 1905, 33 Stat. 1264-1265, as amended, sections 4 and 5 of the Act of May 29, 1884, 23 Stat. 32, as amended, and sections 1 and 2 of the Act of February 2, 1903, 32 Stat. 791-792, as amended (21 U.S.C. 111-113, 120, 121, 123, 125), the provisions in Part 73, Title 9, Code of Federal Regulations, as amended, are hereby further amended by adding thereto a new § 73.1a to read as follows:

§ 73.1a Notice of quarantine.

Notice is hereby given that cattle in certain portions of the State of Texas are affected with scabies, a contagious, infectious, and communicable disease; and, therefore, the following areas in such State are hereby quarantined because of said disease:

(a) The area bounded by a line beginning at the intersection of State Highway 86 and U.S. Highway 385 in the town of Dimmitt in Castro County, and thence proceeding south along U.S. Highway 385 to its intersection with U.S. Highway 70 in the town of Springlake in Lamb County; thence, proceeding easterly along U.S. Highway 70 to its intersection with Farm to Market Road 1424 in Hale County; thence, proceeding northerly along Farm to Market Road 1424 to its intersection with State Highway 86 in Swisher County; thence, proceeding westerly along State Highway 86 to the point of beginning in the town of Dimmitt in Castro County.

(b) The area bounded by a line beginning at the intersection of Farm to Market Road 400 and the Fort Worth and Denver Railroad in the town of Plainview in Hale County, and thence proceeding northerly along Farm to Market Road approximately 5 miles to its intersection with Farm to Market Road 788; thence, proceeding east along Farm to Market Road 788 approximately 9 miles to its intersection with Farm to Market Road 2301 in Floyd County; thence, proceeding south along Farm to Market Road 2301 approximately 4 miles to the Fort Worth and Denver Railroad; thence, proceeding southwesterly along the Fort Worth and Denver Railroad approximately 11 miles to the point of beginning in the town of Plainview in Hale County.

Effective date. The foregoing amendment shall become effective upon publication in the *FEDERAL REGISTER*.

Hereafter, the restrictions pertaining to the interstate movement of cattle from and through quarantined areas as contained in 9 CFR Part 73, as amended, will apply to the quarantined areas designated herein. The amendment imposes certain restrictions necessary to prevent the spread of scabies, a communicable disease of cattle, and must be made effective immediately to accomplish its purpose in the public interest. Accordingly, under section 4 of the Administrative Procedure Act (5 U.S.C. 1003), it is found upon good cause that notice and other public procedure with respect to the foregoing amendment are impracticable and contrary to the public interest and good cause is found for making the amendment effective less than 30 days after publication in the *FEDERAL REGISTER*.

(Secs. 1, 3, 33 Stat. 1264-1265, as amended, secs. 4, 5, 23 Stat. 32, as amended, secs. 1, 2, 32 Stat. 791-792, as amended; 21 U.S.C. 111-113, 120, 121, 123, 125; interpret or apply secs. 2, 4, 33 Stat. 1264-1265, as amended, secs. 6, 7, 23 Stat. 32, as amended; 21 U.S.C. 115, 117, 124, 126; 29 F.R. 16210, as amended)

Done at Washington, D.C., this 14th day of January 1966.

GEORGE W. IRVING, Jr.,
Administrator,
Agricultural Research Service.

[F.R. Doc. 66-633; Filed, Jan. 19, 1966;
8:46 a.m.]

Title 7—AGRICULTURE

Chapter VII—Agricultural Stabilization and Conservation Service (Agricultural Adjustment), Department of Agriculture

SUBCHAPTER B—FARM MARKETING QUOTAS AND ACREAGE ALLOTMENTS

PART 728—WHEAT

Subpart—Regulations Pertaining to Farm Acreage Allotments, Yields, Diversion, and Wheat Certificate Programs for the Crop Years 1966 Through 1969

Correction

In F.R. Doc. 65-14017, appearing at page 181 of the issue for Friday, January 7, 1966, the following corrections are made in § 728.416(f):

1. Under Colorado, the matter for District 1 should read as follows:

District 1:		
Gilpin	22.8	.92
Grand	21.3	.93
Jackson	21.3	.86
Moffat	23.4	.89
Rio Blanco	25.0	.86
Routt		

2. Under Florida, the first five entries should read as follows:

District 1:		
Bay	22.0	1.38
Calhoun	27.7	1.38
Escambia		
Franklin		
Gadsden	30.5	1.38

3. Under Florida, there should be no projected yield or rate entries for Seminole County. For Sumter County there should appear projected yield and rate entries reading "20.1" and "1.38" respectively.

4. Under Texas, the matter for District 6 should read as follows:

District 6:		
Brewster		
Crane		
Culberson	20.9	1.17
Ector		
El Paso		
Hudspeth	20.9	1.16
Jeff Davis		
Loving		
Pecos	20.9	1.17
Presidio	26.2	1.15
Reeves	22.6	1.17
Terrell		
Ward	15.7	1.17
Winkler		

Title 32—NATIONAL DEFENSE

Chapter XVI—Selective Service System

PART 1622—CLASSIFICATION RULES AND PRINCIPLES

Registrant With a Child or Children; and Registrant Deferred by Reason of Extreme Hardship to Dependents

CROSS REFERENCE: For a document affecting Part 1622 of Title 32, see Title 3, Executive Order 11266, *supra*.

Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

Chapter 8—Veterans Administration

PART 8-19—TRANSPORTATION

Transportation Factors in Procurement of Personal Property

Part 8-19 is revised to read as follows:

Subpart 8-19.2—Transportation Factors in the Procurement of Personal Property
Sec. 8-19.202-7 Use of appropriate delivery terms.
8-19.202-50 Potential destinations known but quantities unknown.

AUTHORITY: The provisions of this Part 8-19 issued under sec. 205(c), 63 Stat. 390, as amended, 40 U.S.C. 486(c); sec. 210(c), 72 Stat. 1114, 38 U.S.C. 210(c).

Subpart 8-19.2—Transportation Factors in the Procurement of Personal Property

§ 8-19.202-7 Use of appropriate delivery terms.

Where alternative delivery terms are appropriate but the Contracting Officer elects to use only one in the invitation for bids, or request for proposals, he shall document the contract file to show his reasons for so doing.

§ 8-19.202-50 Potential destinations known but quantities unknown.

When it is known that the items to be procured are of the type anticipated for use by all Veterans Administration installations in proportion to the number of hospital beds or patient workload, but specific quantities that may be required by each hospital cannot be predetermined, the following clause shall be incorporated in the invitation for bids and the resultant contract:

For the purpose of evaluating bids and for no other purpose, the delivered price per unit will be determined by adding the nation-wide average transportation charge to the f.o.b. origin bid prices. The nation-wide average transportation charge will be determined by applying the following formula: Multiply the guaranteed shipping weight by the freight, parcel post, or express rate, whichever is proper, to each destination shown below and then multiply the resulting transportation charges by the anticipated demand factor shown for each destination. Total the resulting weighted transportation charges for all destinations and divide the total by 20 to give the nation-wide average transportation charge.

Area destination	Anticipated demand factor
Oakland, Calif.	3
Dallas, Tex.	2
Omaha, Nebr.	3
Fort Wayne, Ind.	4
Atlanta, Ga.	3
New York, N.Y.	5
Total of factors	20

These regulations are effective January 31, 1966.

By direction of the Administrator.

Approved: January 13, 1966.

[SEAL] A. H. MONK,
Associate Deputy Administrator.

[F.R. Doc. 66-619; Filed, Jan. 19, 1966;
8:45 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Docket No. 16204; FCC 66-31]

PART 1—PRACTICE AND PROCEDURE

Annual Report Forms for Communication Common Carriers

Report and order. In the matter of amendment of Annual Report Form M for Class A and Class B Telephone Companies, Form O for Wire-Telegraph and Ocean-Cable Carriers, and Form R for

Radiotelegraph Carriers, to relax the reporting requirement for compensation paid to individually named persons by those companies having annual revenues exceeding \$25,000,000; Docket No. 16204.

1. On September 22, 1965, the Commission, on its own motion, adopted a notice of proposed rule making in the above-entitled matter which was published in the *FEDERAL REGISTER* on September 29, 1965 (30 F.R. 12417), in accordance with section 4(a) of the Administrative Procedure Act. This Notice presented for comment, on or before October 29, 1965 (with allowance for reply comments on or before November 12, 1965), a proposal to amend our annual report forms for large communication common carriers (Forms M, O, and R) to relax the reporting requirement for compensation paid to individually named persons by such carriers having annual revenues exceeding \$25,000,000 so that instead of requiring the reporting by name of officers and employees paid \$20,000 or more the amount would be changed to \$25,000 or more. The reporting requirement for smaller companies would be left unchanged.

2. Timely comments were filed by The Western Union Telegraph Co. (WU), and the American Telephone & Telegraph Co. (A.T. & T.). There were no reply comments filed. WU was of the view that the reporting limit for the companies having in excess of \$25,000,000 annual revenues should be raised to \$30,000 and stated that not doing so would continue to cause many supervisory titles below the top-management level of "General Officers and Executives" to be reported. A.T. & T., in comments filed on behalf of itself and the Bell System telephone companies, stated that adoption of a \$30,000 figure would still require reporting by name and compensation amount all top management employees and, in addition, would limit the exposure of salary information which it considers confidential, as well as decrease the size of the report and the clerical effort required for its preparation. A.T. & T. points out that, had the \$30,000 limit been in effect for 1964, it would still have been required to list 141 persons in its Form M report.

3. The Commission is of the view that the \$30,000 limit proposed by the comments and with respect to which no objections have been filed will satisfy regulatory requirements for information concerning compensation, having due regard for the continuing increase in salary levels. Accordingly, we shall adopt the \$30,000 limit instead of the \$25,000 limit proposed in the notice for those companies having annual revenues exceeding \$25,000,000 while making no change in the present \$20,000 reporting level for those companies having annual revenues of \$25,000,000 or less.

It appearing, that the proposed rule making proceeding in this matter has indicated the desirability of amending the Commission's annual report forms for communication common carriers (Forms M, O, and R) with respect to the amount of compensation paid to persons

for which individual reporting is required:

It is ordered. Under authority contained in sections 4(1) and 219(a) of the Communications Act of 1934, as amended, that instruction 1 of Schedule 70B, Compensation of Officers, Directors, Etc., of Annual Report Form M for Class A and Class B Telephone Companies; and instruction 1 of Schedule 3, General Officers and Executives, of Annual Report Forms O and R for Wire-Telegraph and Ocean-Cable Carriers and Radiotelegraph Carriers, respectively, are amended so that with respect to those companies having annual revenues exceeding \$25,000,000 the salary reporting limit will be raised from the present amount of \$20,000 to \$30,000, effective with the annual reports to be filed for the calendar year 1965. The precise language of the amended instructions will be supplied in the report forms and is not set forth herein.

It is further ordered. That this proceeding is hereby terminated.

(Secs. 4, 219, 48 Stat. 1066, 1077, as amended; 47 U.S.C. 154, 219)

Adopted: January 12, 1966.

Released: January 14, 1966.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-624; Filed, Jan. 19, 1966;
8:45 a.m.]

[Docket No. 16221; FCC 66-32]

PART 1—PRACTICE AND PROCEDURE

PART 43—REPORTS OF COMMUNICATION COMMON CARRIERS AND CERTAIN AFFILIATES

PART 51—OCCUPATIONAL CLASSIFICATION AND COMPENSATION OF EMPLOYEES OF TELEPHONE COMPANIES

Miscellaneous Amendments

Report and order. In the matter of amendment of Part 43 of the Commission's rules to exempt certain telephone companies from filing annual reports, and related amendments of Parts 1 and 51 of the Commission's rules and of telephone Annual Report Form M; Docket No. 16221.

1. On October 6, 1965, the Commission adopted a notice of proposed rule making in the above-entitled matter which was published in the *FEDERAL REGISTER* on October 13, 1965 (30 F.R. 13016), in accordance with section 4(a) of the Administrative Procedure Act. This Notice presented for comment, on or before November 12, 1965 (with allowance for reply comments on or before November 26, 1965), a proposal to amend Part 43 (Reports of Communication Common Carriers and Certain Affiliates) of the Commission's rules to exempt communication common carriers operating telephone exchanges (as distinguished from those operating point-to-point toll serv-

ice only or in the Maritime radio services) and having annual operating revenues not in excess of \$1,000,000 from filing annual reports on the prescribed form. It was proposed that communication common carriers not operating telephone exchanges including those operating to oversea points or in the Maritime radio services and having annual operating revenues in excess of \$100,000 should continue to file Annual Report Form M as well as all other such companies having revenues in excess of \$50,000 which had the effect of imposing the filing requirement on some companies in the \$50,000-\$100,000 revenue area not now required to file. In order to conform Annual Report Form M to the proposed changes in Part 43 certain changes were proposed in such form. Also, in order to coordinate the provisions of Part 1 (Practice and Procedure) of the rules with the proposed amendments for Part 43, the Commission proposed to amend § 1.785 of Part 1. Because of the changes in the applicability of Annual Report Form M it was also proposed to amend Part 51 (Occupational Classification and Compensation of Employees of Class A and Class B Telephone Companies) of the rules.

2. Comments were received from the National Telephone Cooperative Association (NTCA), Nemont Telephone Cooperative, Inc., Panhandle Telephone Cooperative, Inc., United States Independent Telephone Association (USITA), and Winnebago Cooperative Telephone Association. No reply comments to the original comments were received. All the comments were in favor of the proposed amendments except that NTCA and USITA suggested that additional exchange operating telephone companies be exempted from filing Form M by providing in the rules that telephone companies "operating telephone exchanges and having annual operating revenues not exceeding \$1,000,000 exclusive of exchange revenues," according to NTCA, or not exceeding this amount of "toll service revenues," according to USITA, not be required to file Form M. NTCA also suggested that §§ 43.31, 43.42(a), and 43.43 (a) of our rules be amended so as to exempt these same carriers from filing monthly reports, pension and benefit reports, and reports of changes in depreciation rates.

3. The Commission has carefully considered the proposals of NTCA and USITA for further and additional rule changes and the comments in support thereof. However, we believe that such proposed changes should be rejected at this time. Total operating revenues, rather than revenue from a particular segment of operations, are more readily ascertainable and less subject to misunderstanding, and provide a more satisfactory measure of company size in the administration of the Commission's reporting requirements.

4. While we have concluded that we should adopt reporting rule changes as proposed it occurs to us that the language proposed as amendments to § 43.21(a) of the rules and to General Instruction 1 of Annual Report Form M, could possibly

be interpreted as requiring licensees in the Domestic Public Land Mobile Radio Service and in the Point-to-Point Microwave Radio Service who have annual operating revenues in excess of \$50,000 to file Annual Report Form M. This was not intended. Therefore, we have revised slightly the language of the amendments to make it more clear that such carriers are not required to file Annual Report Form M. The revised language is included in the amendments set forth below.

It appearing, that the proceeding in this matter has indicated the desirability of amendment of Parts 1, 43, and 51 of the Commission's rules and of telephone Annual Report Form M in the manner presented in the notice of proposed rule making modified slightly as to language but not as to intended impact as described in paragraph 4 herein:

It is ordered. That, under authority contained in sections 4(i) and 219 of the Communications Act of 1934, as amended, Part 1 (Practice and Procedure), Part 43 (Reports of Communication Common Carriers and Certain Affiliates), and Part 51 (Occupational Classification and Compensation of Employees of Class A and Class B Telephone Companies) of the Commission's rules and telephone Annual Report Form M are amended as set forth below, effective December 31, 1965, for the numbered parts of the Commission's rules and effective with the reports for the calendar year 1965 for telephone Annual Report Form M; and

It is further ordered. That this proceeding is hereby terminated.

(Secs. 4, 219, 48 Stat. 1066, 1077, as amended; 47 U.S.C. 154, 219)

Adopted: January 12, 1966.

Released: January 14, 1966.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

I. Part 1—Practice and Procedure, is amended as follows: Section 1.785(a) is amended to read as follows:

§ 1.785 Annual financial reports.

(a) Annual financial reports shall be filed by carriers and affiliates as required by Part 43 of this chapter on the following forms:

(1) Form H (holding companies who do not report to the Commission in the manner prescribed in paragraph (b) of this section).

(2) Form L (licensees in the domestic public land mobile radio services who do not report to the Commission on Annual Report Form M).

(3) Form M (telephone companies).

(4) Form O (wire-telegraph and ocean-cable carriers).

(5) Form R (radiotelegraph carriers).

II. Part 43—Reports of Communication Common Carriers and Certain Affiliates, is amended as follows: Section 43.21(a) is amended to read as follows:

§ 43.21 Annual reports of carriers and certain affiliates.

(a) Licensees in the Domestic Public Land Mobile Radio Services, communication common carriers having annual operating revenues in excess of \$1,000,000, communication common carriers operating to oversea points or in the Maritime radio services and having annual operating revenues in excess of \$50,000, and certain companies (as indicated in paragraph (c) of this section) directly or indirectly controlling such carriers shall file with the Commission annual reports as provided in this section. Except as provided in paragraph (c) of this section, each annual report required by this section shall be filed not later than March 31 of each year, covering the preceding calendar year. It shall be filed on the appropriate report form prescribed by the Commission (see § 1.785 of this chapter) and shall contain full and specific answers to all questions propounded and information requested in the currently effective report forms. The number of copies to be filed shall be as specified in the applicable report form. At least one copy of the report shall be signed on the signature page by the responsible accounting officer. A copy of each annual report shall be retained in the principal office of the respondent and shall be filed in such manner as to be readily available for reference and inspection.

III. Part 51—Occupational Classification and Compensation of Employees of Class A and Class B Telephone Companies, is amended as follows:

1. The title is amended to read as follows: "Part 51—Occupational Classification and Compensation of Employees of Telephone Companies."

2. Section 51.1 is amended to read as follows:

§ 51.1 Companies subject to the rules in this part.

The rules and regulations in this part apply to those telephone companies required to file Annual Report Form M with the Commission in compliance with § 43.21(a) of this chapter.

IV. Annual Report Form M is amended as follows:

1. General Instructions 1 and 2 on page 1 are amended to read as follows:

1. This annual report form is prescribed for the use of telephone companies operating telephone exchanges and having annual operating revenues in excess of \$1,000,000 and telephone companies not operating telephone exchanges but operating to oversea points or in the Maritime radio services and having annual operating revenues in excess of \$50,000. Each company subject here-to (hereinafter referred to as the "respondent") shall prepare its annual report to the Commission in the form and manner herein prescribed and shall file two copies of such annual report with the Commission at its offices in Washington, D.C., not later than March 31 of the year following that for which the report is made. (See particularly § 42.21 (a) of the Commission's rules.)

2. Immediately upon publication of its annual report to stockholders for the period

covered by this report, each respondent shall file two copies thereof with the Commission. If no annual report to stockholders is published that fact shall be stated as provided on the title page of this report form.

2. The instructions with respect to minimum requirements for separate items to be reported in Schedules 16, 17, 19, 20, 21, 22, 28, 29, 30, 33, 37, 38, 41, and 43 are amended by deleting reference to Class A and Class B companies including the amount specified for Class B companies.

3. The instructions for Schedule 34 are amended by deleting instruction 1 reading "Class B companies may use only lines 15, 33, 39, 40, and 41" and deleting the designation 2 for instruction 2.

4. The instruction for Schedule 35 reading "Class B companies may use only lines 10, 11 to 23 inclusive, 26, 33, 36, 37, 45, 50, 51, 58, 61, and 62" is deleted.

[F.R. Doc. 66-625; Filed, Jan. 19, 1966; 8:45 a.m.]

[Docket No. 16005; FCC 66-40]

PART 73—RADIO BROADCAST SERVICES

Changes and Corrections of Logs

Report and order. 1. The Commission has before it for consideration the notice of proposed rule making released May 10, 1965, in the above-captioned matter. As fully discussed in the notice, the amended rules were proposed in an effort to bring the Commission's requirements for the making of changes and corrections in logs into conformity with changed industry practices as they have developed in the 25 years since these requirements were first laid down.

2. In essence, the amendment set out in the notice proposed a more liberal provision for the correction of logs (and schedules which on the completion of the broadcast become logs) than that in the present rules as interpreted by the Commission, which limits correction to the person making the original entry, who in actual practice today could well be a secretary in a station's traffic department. At the same time, the proposed amendments eliminate any requirement of initialing or dating the corrections by the person making the corrections, and instead provide for the simple initialing of each change or correction by the person charged with keeping the log. His initials on the corrections provide the information essential to accuracy of the logs: to wit, that the log as corrected represents what was broadcast. Finally, the proposed amendment would prohibit any change being made in the log after the operator on duty signs the log when going off duty.

3. In addition to these provisions the amendments proposed in the notice limit the provision for the making of a rough log from which the final log may be later prepared to the maintenance and operating logs, so that the keeping of such rough logs would no longer be permissible with regard to the program log where the reasons for it—the making of

readings at remote locations or outdoors under adverse weather conditions—do not exist. The proposed amendments would also make editorial changes in the designation of some paragraphs under the several sections concerned, and finally would make more specific provision for automatic logging, including the addition of a requirement that the person signing the certificate of authentication have actual personal knowledge of what was broadcast.

Comments filed. 4. Nineteen comments were received by the Commission in response to its notice in this proceeding, including comments from the National Association of Broadcasters, two of the major networks, two Washington law firms on behalf of their clients, and several major multiple owners.¹

5. In general the comments filed were sympathetic to the Commission's desire to simplify log correction procedures. A majority of the comments filed supported the proposed amendments as a whole, while taking exception to one or more specific provisions. The comments received have been extremely helpful to the Commission in making its determination in this proceeding.

6. The proposal which drew at the same time the most opposition and the most constructive suggestions among the comments was the proviso to § 73.112(b) (2) requiring actual personal knowledge on the part of the person signing the "certificate of authentication" in the case of automatically kept program logs. The proposal arousing the second most frequent comment was that requiring a separate memorandum in the case of any errors or discrepancies found in the program log once the operator had signed the log when going off duty. Next came the prohibition of any corrections or changes in the log after signing by the operator when going off duty. Several comments pointed out quite properly that there is frequently a considerable amount of information on a program log which is of no concern to the Commission, such as billing information or cues for automatic equipment, and that to subject this type of log entry to the same restrictions as are imposed on the keeping of required information would be an unnecessary burden on the licensee.

Summary of conclusions. 7. After careful consideration of the comments filed in this proceeding as well as discussion with several of the interested parties, we have concluded that the basic thrust of the proposed amendments is a good one, and we are, accordingly, adopting rules which permit correction of logs by anyone prior to broadcast, which call

¹ Cleveland County Broadcasting Co., Inc., Peninsular Broadcasting Corp., International Good Music, Inc., Visual Electronic Corp., Pierson, Ball and Dowd, Hubbard Broadcasting, Inc., WBN, INC., National Broadcasting Co., Inc., Carter Publications, Inc., WCAI, Inc., Cohn and Marks, Columbia Broadcasting System, Inc., Metromedia, Inc., Meredith Broadcasting Co., Inc., Storer Broadcasting Co., National Association of Broadcasters, Chesapeake Broadcasting Corp., Almardon Inc. of Florida, and Maryland-District of Columbia-Delaware Association, Inc.

for the simple initialing of all such corrections by the operator keeping the log and which limit the making of changes or additions to the logs after the operator has signed the logs when going off duty. At the same time, as already indicated, we have found that many of the suggestions made in the comments have merit, and accordingly they have been embodied in the rules which we are adopting in this proceeding. We agree with most of those filing comments that the requirement of a separate memorandum of explanation in the case of corrections made in the log after it has been signed is unnecessary and probably unworkable. We have therefore decided to permit corrective explanations in such cases to be made on the log. The explanatory statement must be dated and signed by the person who keeps the log or the station program director or manager, or an officer of the licensee. We have also limited the application of the rules to matters required by the Commission to be in the logs, and have exempted other information such as that used for billing and cueing purposes.

8. Finally, we have decided after careful review that further consideration and study must be given to the matter of automatic program logging, especially in light of the new program logging rules for AM and FM stations (effective December 1, 1965) before any changes in the pertinent rules are made. We propose to discuss this matter further with interested parties before a decision is reached. Under the circumstances, we have decided to withhold action on the proposals in this proceeding relating to automatic program logging until a later date. However, we wish to emphasize that it is incumbent upon every licensee, no matter how automated his station, to be able to accurately furnish the Commission with all information required to be logged.

Discussion. 9. In addition to the amendments specifically discussed in the notice of proposed rule making, we have taken advantage of this proceeding to make certain editorial and interpretive amendments which we believe will clarify the rules and remove from them certain ambiguities which now leave the broadcaster with a somewhat less than definitive understanding of what is expected of him in the matter of compliance. For the sake of order and clarity we shall not discuss such interpretive amendments separately but shall proceed through the sections of the rules in question, taking up each amendment, substantive or interpretive, in turn as we come to it.

10. *Section 73.111(a).* On several occasions questions have been raised as to whether someone other than an employee of the station was a person competent to keep a program log under this paragraph. We believe that the duty imposed by this paragraph on the licensee to maintain the logs clearly means that, with the exception of contract operators under § 73.93 applicable to non-directional low power stations, the person or persons keeping the log must

be station employees.² The new rule so provides. In addition, it has been brought to the attention of the Commission that the requirement for signing the log when starting duty and again when going off duty is appropriate in the case of program and operating logs but not in the case of maintenance logs since maintenance inspections are not correlated to tours of duty. This difference has been recognized in the new paragraph as adopted, as well as the appropriate paragraph under § 73.114.

11. *Section 73.111(c).* In the course of our deliberations in this proceeding it came to our attention that certain licensees engage in the practice of obliterating, through use of "snopake" or similar means, entries on program schedules which upon completion become program logs. We believe that such a practice is clearly in conflict with our interpretation of the logging rules in Triad Television Corp. et al., 25 FCC 848 (1958), and that the clear intent of the prohibition against obliteration is that none should appear on a log, irrespective of when made. Consequently, we have amended this paragraph so that it specifically refers not only to logs but to preprinted logs and schedules which eventually become logs, as well. In addition, we have in the last sentence included the more liberal provisions for corrective explanations which we are adopting with regard to program logs.

12. *Section 73.111(d).* As explained in the notice of proposed rule making the provision for the recording of information in rough form and later transcribing it to a final log is neither necessary nor appropriate to the program log and has therefore been removed from this general section and instead added to the specific sections dealing with operating and maintenance logs. Consequently the original paragraph (d) of § 73.111 has been deleted. However, many of the comments pointed out that there is often information on a station's logs, particularly program logs, which is not required by the Commission but which is there for the convenience of the station staff. Typical of such information is billing information and, for example, the notification of cues for automatic equipment. The comments pointed out that no useful purposes would be served by subjecting this extra information to the correction restrictions imposed on the required entries on the log, and that in fact doing so would cause extreme inconvenience to station management and staff. We agree with the position taken by these comments and consequently are adopting a new paragraph (d) to § 73.111 sanctioning the inclusion of extraneous information on the logs and excluding such information from the limitations and restrictions proposed by this and the succeeding sections.

² We have so held, pointing out that it is a matter of established Commission policy that operators generally (other than contract operators) must be station employees, in WSKP, Inc. (FCC 64-752) 2 RR 2d 1103.

13. *Section 73.112(d) (1)³ Program log.* The majority of comments filed opposed the amended paragraph (1) to the extent that it prohibits corrections or changes on the log after the operator has signed the log when going off duty, and requires that any subsequent corrective explanations be made the subject of a separate memorandum. The comments of WCAR, Inc., were particularly compelling on this point. It was there asserted that: "the actual experience of broadcasters * * * is that most logging errors are discovered by persons other than the log keepers, and that this fact is not due to 'lack of attentiveness to duty' on the part of the log keepers. The errors made by log keepers seem to result, rather, from the large number of entries required to be made, the type of entries required to be made, and fatigue or more subtle psychological factors. Consequently, a very substantial proportion of logging errors will always be discovered by persons other than the log keepers, and the proposed procedure for separate memoranda of correction would be a regularly recurring onerous burden rather than an occasional event." We are persuaded that the proposed separate memoranda would be a burden, and consequently we are departing from our original proposal and adopting instead a provision which would permit corrective explanations to be made on the log itself provided they are dated and signed by either the person who kept the log, the station program director or manager, or an officer of the licensee. At the same time we wish to stress the importance of the log keeper making every effort to see that the program log is accurate before signing the log when going off duty. Consequently, we have also specifically provided in the rules that with the exception noted above, no changes or additions shall be made on the log after it has been so signed.

14. In this connection it should be noted that National Broadcasting Co. in its comments expressed the opinion that it should be made clear that the interpolation of additional information (as contrasted with crossed out information) on a program log is not a "correction" and need not be initialed by anyone. We agree with regard to the schedule or log up until the time it is signed by the operator when going off duty, and in order to remove any ambiguity which may exist in paragraph (c) of § 73.111 on this point we have deleted from the rule as proposed the words "and adding the corrected entry, if any" which were included as part of the description of the correction process. However, we believe that additions made after the log has been signed by the operator when going off duty shall be subject to the same re-

³ In the notice herein correction of program logs was covered by proposed paragraph (c) of § 73.112. Since then, this section and the corresponding FM section (§ 73.282) have been amended so that former paragraph (b) became (c). Therefore, in §§ 73.112 and 73.282 the new paragraph concerning program log correction is paragraph (d).

strictions as any correction, and we have so provided specifically in § 73.112(d) (1).

15. *Section 73.113 Operating log.* One of the telling arguments in the comments against the requirements of a separate memorandum in the case of errors found in the program log after the log has been signed was that the effect of placing such a burden on the licensee would be to tempt the log keeper to violate the rule by merely making a correction and initialing it after he had signed the log rather than go to the trouble of preparing a separate memorandum. We believe that it would be likely that a similar provision in the operating log rule would have a similar result. Consequently we have relaxed the requirement of paragraph (d) of § 73.113 in a manner similar to our relaxation of the comparable provision in the programming log. Additionally, to clarify further the requirement set forth in § 73.111(a) that the operating log shall be kept by the person competent to do so who has actual knowledge of the facts required, we are taking this opportunity to state that the rule clearly means that the operating log may be maintained only by the properly licensed operator in actual charge of the transmitting apparatus. The rule has been so clarified. We are also adding a new paragraph (a) (6) concerning daily tower light inspections, as discussed below.

16. *Section 73.114 Maintenance log.* As noted in our discussion of § 73.111(a) in paragraph 10 above it was brought to the attention of the Commission that the requirement for signing the log when starting duty and again when going off duty was inappropriate in the case of maintenance logs since maintenance inspections are not correlated to tours of duty in the same sense as are the keeping of program and operating logs. Consequently in that paragraph the requirements for signing of logs were limited to the program and operating logs. Therefore we are adding to paragraph (b) of the amended § 73.114 a requirement that the inspecting operator sign and date the maintenance log at the conclusion of each inspection.

17. *Tower light inspections.* Present § 73.114(c), which in the notice we proposed to redesignate as § 73.114(a) (3) without other change, requires an entry in the maintenance log of tower light inspections as required by § 17.38, thus requiring an entry in that log of daily inspections (17.38 (a) and (b)) as well as tri-monthly inspections (17.38(d)). One party (Cohn and Marks) suggests that the operating log rather than the maintenance log might be the appropriate place for entries required by § 17.38 (a), (b), and (c), and that they be included among the entries listed in § 73.113, with a proviso that they may be listed in the maintenance log instead of the operating log if desired. We agree that the operating log is a more appropriate place for the entries required by § 17.38 (a), (b), and (c), and are accordingly adding a new paragraph (a) (6) to § 73.113 requiring their entry therein. We do not believe the proviso

giving an option should be adopted. Daily tower light inspections are required and the operating log is a daily log, whereas the maintenance log is not. Moreover, maintenance inspections are often made during daylight hours, when adequate observation of tower light functioning is not possible.

18. In view of the above the Commission is of the opinion that the public interest would be served by adoption of the amended rules as set out below. The sections relating to log keeping in the other broadcast services are set out below in identical fashion with the rules discussed with the exception that the rule relating to television will not make reference to contract operators. In all other respects the amendments will be the same.

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

20. In view of the foregoing: *It is ordered*. That effective February 21, 1966, §§ 73.111, 73.112, 73.113, 73.114, 73.281, 73.282, 73.283, 73.284, 73.581, 73.582, 73.583, 73.584, 73.669, 73.670, 73.671, and 73.672 of the Commission's rules and regulations are amended as set out below.

(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)

Adopted: January 12, 1966.

Released: January 14, 1966.

FEDERAL COMMUNICATIONS

COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

1. In § 73.111, paragraphs (a) and (c) are amended and paragraph (d) is revised to read as follows:

§ 73.111 General requirements relating to logs.

(a) The licensee or permittee of each standard broadcast station shall maintain program, operating, and maintenance logs as set forth in §§ 73.112, 73.113 and 73.114. Each log shall be kept by the station employee or employees (or contract operator) competent to do so, having actual knowledge of the facts required, who in the case of program and operating logs shall sign the appropriate log when starting duty, and again when going off duty.

(c) No log or preprinted log or schedule which becomes a log, or portion thereof, shall be erased, obliterated, or willfully destroyed within the period of retention provided by the provisions of this part. Any necessary correction shall be made only pursuant to §§ 73.112, 73.113 and 73.114, and only by striking out the erroneous portion, or by making a corrective explanation on the log or attachment to it as provided in those sections.

(d) Entries shall be made in the logs as required by §§ 73.112, 73.113, and 73.114. Additional information such as

that needed for billing purposes or for the cuing of automatic equipment may be entered on the logs. Such additional information, so entered, shall not be subject to the restrictions and limitations in the Commission's rules on the making of corrections and changes in logs.

2. In § 73.112 a new paragraph (d) is added to read as follows (Notes 1 through 5 to this section remain and follow paragraph (d)):

§ 73.112 Program log.

(d) Program logs shall be changed or corrected only in the manner prescribed in § 73.111(c) and only in accordance with the following:

(1) *Manually kept log.* Where, in any program log, or preprinted program log, or program schedule which upon completion is used as a program log, a correction is made before the person keeping the log has signed the log upon going off duty, such correction, no matter by whom made, shall be initiated by the person keeping the log prior to his signing of the log when going off duty, as attesting to the fact that the log as corrected is an accurate representation of what was broadcast. If corrections or additions are made on the log after it has been so signed, explanation must be made on the log or on an attachment to it, dated and signed by either the person who kept the log, the station program director or manager, or an officer of the licensee.

3. In § 73.113 the introductory text of paragraph (a) is amended, and new paragraphs (a)(6), (c), and (d) are added to read as follows:

§ 73.113 Operating log.

(a) The following entries shall be made in the operating log by the properly licensed operator in actual charge of the transmitting apparatus only:

(6) The entries required by § 17.38 (a), (b), and (c) of this chapter.

(c) In preparing the operating log, original data may be recorded in rough form and later transcribed into the log, but in such a case all portions of the original memoranda shall be preserved as a part of the complete log.

(d) Operating logs shall be changed or corrected only in the manner prescribed in § 73.111(c) and only in accordance with the following:

(1) *Manually kept log.* Any necessary corrections in a manually kept operating log shall be made only by the person making the original entry who shall make and initial each correction prior to signing the log when going off duty in accordance with § 73.111(a). If corrections or additions are made on the log after it has been so signed, explanation must be made on the log or on an attachment to it, dated and signed by either the operator who kept the log, the station technical supervisor or an officer of the licensee.

(2) *Automatic logging.* No automatically kept operating log shall be altered in any way after entries have been recorded. Any errors or omissions found in an automatically kept operating log shall be noted and explained in a memorandum signed by the operator on duty (who, under the provisions of paragraph (b) (7) of this section, is required to inspect the automatic equipment), or by the station technical supervisor or an officer of the licensee. Such memorandum shall be affixed to the original log in question.

4. Section 73.114 is revised to read as follows:

§ 73.114 Maintenance log.

(a) The following entries shall be made in the maintenance log:

(1) An entry, each week, of the following where applicable:

(i) A notation indicating the readings of the tower base current ammeter(s) and the associated remote antenna ammeter(s) (actual readings observed prior to remote antenna ammeter recalibration) and indicating calibration of the remote ammeter(s) against the tower base ammeter(s).

(ii) Time and result of test of auxiliary transmitter.

(iii) A notation of all frequency checks and measurements made independently of the frequency monitor and of the correlation of these measurements with frequency monitor indications.

(iv) A notation of the calibration check of automatic recording devices as required by § 73.113(b) (3).

(2) An entry of the data and time of removal from and restoration to service of any of the following equipment in the event it becomes defective:

(i) Modulation monitor.

(ii) Frequency monitor.

(iii) Final stage plate voltmeter.

(iv) Final stage plate ammeter.

(v) Base current ammeter(s).

(vi) Common point ammeter.

(3) Record of tower light inspections where required by § 17.38(d) of this chapter (Part 17—Construction, Marking and Lighting of Antenna Structures).

(4) Entries made so as to describe fully any experimental operation pursuant to § 73.10.

(5) Any other entries required by the current instrument of authorization of the station and the provisions of this subpart.

(b) Upon completion of the inspection required by § 73.93(e), the inspecting operator shall enter a signed statement that the required inspection has been made, noting in detail the tests, adjustments and repairs which were accomplished in order to insure operation in accordance with the provisions of this subpart and the current instrument of authorization of the station. The statement shall also specify the amount of time, exclusive of travel time to and from the transmitter, which was devoted to such inspection duties. If complete repair could not be affected, the statement shall set forth in detail the items of equipment concerned, the manner and degree in which they are

defective, and the reason for failure to make satisfactory repairs.

(c) The inspecting operator shall sign and date the maintenance log at the conclusion of each inspection. In preparing the maintenance log, original data may be recorded in rough form and later transcribed into the log, but in such cases all portions of the original memorandum shall be preserved as a part of the complete log.

(d) Any necessary corrections in the maintenance log shall be made by the inspecting operator who shall initial and date all changes prior to signing the log. If corrections or additions are made on the log after it has been so signed, explanation must be made the subject of a separate memorandum, dated and signed by the operator who made the entry in question, or the station's technical supervisor or by an officer of the licensee. Such memorandum shall explain fully the circumstances surrounding the errors or ambiguities, and shall be affixed to the original log in question. If written and signed by other than the inspecting operator who made the entry, the memorandum shall contain a satisfactory explanation of why such signature is lacking.

5. In § 73.281, paragraphs (a) and (c) are amended and paragraph (d) is revised to read as follows:

§ 73.281 General requirements relating to logs.

(a) The licensee or permittee of each FM broadcast station shall maintain program, operating, and maintenance logs as set forth in §§ 73.282, 73.283, and 73.284. Each log shall be kept by the station employee or employees (or contract operator) competent to do so, having actual knowledge of the facts required, who in the case of program and operating logs shall sign the appropriate log when starting duty, and again when going off duty.

(c) No log or preprinted log or schedule which upon completion becomes a log, or portion thereof, shall be erased, obliterated, or willfully destroyed within the period of retention provided by the provisions of this part. Any necessary correction shall be made only pursuant to §§ 73.282, 73.283 and 73.284, and only by striking out the erroneous portion, or by making a corrective explanation on the log, or attachment to it as provided in those sections.

(d) Entries shall be made in the logs as required by §§ 73.282, 73.283, and 73.284. Additional information such as that needed for billing purposes or for the cueing of automatic equipment may be entered on the logs. Such additional information, so entered, shall not be subject to the restrictions and limitations in the Commission's rules on the making of corrections and changes in logs.

6. In § 73.282, a new paragraph (d) is added to read as follows (Notes 1 through 5 to this section remain and follow paragraph (d)):

§ 73.282 Program log.

(d) Program logs shall be changed or corrected only in the manner prescribed in § 73.281(c) and only in accordance with the following:

(1) *Manually kept log.* Where, in any program log, or preprinted program log, or program schedule which upon completion is used as a program log, a correction is made before the person keeping the log has signed the log upon going off duty, such correction, no matter by whom made, shall be initiated by the person keeping the log prior to his signing of the log when going off duty, as attesting to the fact that the log as corrected is an accurate representation of what was broadcast. If corrections or additions are made on the log after it has been so signed, explanation must be made on the log or on an attachment to it, dated and signed by either the person who kept the log, the station program director or manager, or an officer of the licensee.

* * * * *

7. In § 73.283 the introductory text of paragraph (a) is amended, and new paragraphs (a)(5), (c), and (d) are added to read as follows:

§ 73.283 Operating log.

(a) The following entries shall be made in the operating log by the properly licensed operator in actual charge of the transmitting apparatus only:

* * * * *

(5) The entries required by § 17.38 (a), (b) and (c), of this chapter.

* * * * *

(c) In preparing the operating log, original data may be recorded in rough form and later transcribed into the log, but in such a case all portions of the original memoranda shall be preserved as a part of the complete log.

(d) Operating logs shall be changed or corrected only in the manner prescribed in § 73.281(c) and only in accordance with the following:

(1) *Manually kept log.* Any necessary corrections in a manually kept operating log shall be made only by the person making the original entry who shall make and initial each correction prior to signing the log when going off duty in accordance with § 73.281(a). If corrections or additions are made on the log after it has been so signed, explanation must be made on the log or on an attachment to it, dated and signed by either the operator who kept the log, the station technical supervisor or an officer of the licensee.

(2) *Automatic logging.* No automatically kept operating log shall be altered in any way after entries have been recorded. Any errors or omissions found in an automatically kept operating log shall be noted and explained in a memorandum signed by the operator on duty (who, under the provisions of paragraph (b) (7) of this section, is required to inspect the automatic equipment) or by the station technical supervisor or an officer of the licensee. Such memorandum shall be affixed to the original log in question.

8. Section 73.284 is revised to read as follows:

§ 73.284 Maintenance log.

(a) The following entries shall be made in the maintenance log:

(1) An entry, each week, of the time and result of test of auxiliary transmitter.

(2) A notation of all frequency checks and measurements made independently of the frequency monitor and of the correlation of these measurements with frequency monitor indications.

(3) A notation each week of the calibration check of automatic recording devices as required by § 73.283(b) (3).

(4) An entry of the date and time of removal from and restoration to service of any of the following equipment in the event it becomes defective:

(i) Modulation monitor.

(ii) Frequency monitor.

(iii) Final stage plate voltmeter.

(iv) Final stage plate ammeter.

(v) Transmission line radio frequency voltage, current, or power meter.

(5) Record of tower light inspections where required by § 17.38(d) of this chapter (Part 17—Construction, Marking, and Lighting of Antenna Structures).

(6) Entries shall be made so as to describe fully any experimental operation pursuant to § 73.262.

(7) Any other entries required by the current instrument of authorization of the station and the provisions of this subpart.

(b) Upon completion of the inspection required by § 73.265(e), the inspecting operator shall enter a signed statement that the required inspection has been made, noting in detail the tests, adjustments, and repairs which were accomplished in order to insure operation in accordance with the provisions of this subpart and the current instrument of authorization of the station. The statement shall also specify the amount of time, exclusive of travel time to and from the transmitter, which was devoted to such inspection duties. If complete repair could not be effected, the statement shall set forth in detail the items of equipment concerned, the manner and degree in which they are defective, and the reasons for failure to make satisfactory repairs.

(c) The inspecting operator shall sign and date the maintenance log at the conclusion of each inspection. In preparing the maintenance log, original data may be recorded in rough form and later transcribed into the log, but in such cases all portions of the memorandum shall be preserved as a part of the complete log.

(d) Any necessary corrections in the maintenance log shall be made only by the inspecting operator who shall initial and date all changes prior to signing the log. If corrections or additions are made on the log after the log has been so signed explanation must be made the subject of a separate memorandum, dated and signed by the operator who made the entry in question or the station technical supervisor or by an officer of the licensee. Such memorandum

RULES AND REGULATIONS

should explain fully the circumstances surrounding the errors or ambiguities, and shall be affixed to the original log in question. If written and signed by other than the inspecting operator who made the entry, the memorandum shall contain a satisfactory explanation of why such signature is lacking.

9. Section 73.581, paragraphs (a) and (c) are amended and paragraph (d) is revised to read as follows:

§ 73.581 General requirements relating to logs.

(a) The licensee or permittee of each non-commercial Educational FM broadcast station shall maintain program, operating and maintenance logs as set forth in §§ 73.582, 73.583, and 73.584. Each log shall be kept by the station employee or employees (or contract operator) competent to do so, having actual knowledge of the facts required, who in the case of program and operating logs shall sign the appropriate log when starting duty, and again when going off duty.

(c) No log or preprinted log or schedule which upon completion becomes a log, or portion thereof shall be erased, obliterated, or willfully destroyed within the period of retention provided by the provisions of this part. Any necessary correction shall be made only pursuant to §§ 73.582, 73.583, and 73.584, and only by striking out the erroneous portion, or by making a corrective explanation on the log, or attachment to it as provided in those sections.

(d) Entries shall be made in the logs as required by §§ 73.582, 73.583, and 73.584. Additional information such as that needed for the cueing of automatic equipment may be entered on the logs. Such additional information, so entered shall not be subject to the restrictions and limitations in the Commission's rules on the making of corrections and changes in logs.

10. In § 73.582, a new paragraph (c) is added to read as follows:

§ 73.582 Program log.

(c) Programs logs shall be changed or corrected only in the manner prescribed in § 73.581(c) and only in accordance with the following:

(1) *Manually kept log.* Where, in any program log, or preprinted program log, or program schedule which upon completion is used as a program log, a correction is made before the person keeping the log has signed the log upon going off duty, such correction, no matter by whom made, shall be initialed by the person keeping the log prior to his signing of the log when going off duty, as attesting to the fact that the log as corrected is an accurate representation of what was broadcast. If corrections or additions are made on the log after it has been so signed, explanation must be made on the log or on an attachment to it, dated and signed by either the person who kept the log, the station program director, or manager, or an officer of the licensee.

11. In § 73.583 the introductory text of paragraph (a) is amended, and new paragraphs (a)(5), (c), and (d) are added to read as follows:

§ 73.583 Operating log.

(a) The following entries shall be made in the operating log by the properly licensed operator in actual charge of the transmitting apparatus only.

* * * * *

(5) The entries required by § 17.38 (a), (b), and (c) of this chapter.

* * * * *

(c) In preparing the operating log, original data may be recorded in rough form and later transcribed into the log, but in such a case all portions of the original memoranda shall be preserved as a part of the complete log.

(d) Operating logs shall be changed or corrected only in the manner prescribed in § 73.581(c) and only in accordance with the following:

(1) *Manually kept log.* Any necessary corrections in a manually kept operating log shall be made only by the person making the original entry who shall make and initial each correction prior to signing the log when going off duty in accordance with § 73.581(a). If corrections or additions are made on the operating log after it has been so signed explanation must be made on the log or on an attachment to it, dated and signed by either the operator who kept the log, the station technical supervisor or an officer of the licensee.

(2) *Automatic logging.* No automatically kept operating log shall be altered in any way after entries have been recorded. Any errors or emissions found in an automatically kept operating log shall be noted and explained in a memorandum signed by the operator on duty (who, under the provisions of paragraph (b) (7) of this section, is required to inspect the automatic equipment) or by the station technical supervisor or an officer of the licensee. Such memorandum shall be affixed to the original log in question.

12. Section 73.584 is revised to read as follows:

§ 73.584 Maintenance log.

(a) The following entries shall be made in the maintenance log:

(1) An entry each week of the time and result of test of auxiliary transmitter.

(2) A notation of all frequency checks and measurements made independently of the frequency monitor and of the correlation of these measurements with frequency monitor indications.

(3) A notation each week of the calibration check of automatic recording devices as required by § 73.583(b) (3).

(4) An entry of the date and time of removal from and restoration to service of any of the following equipment in the event it becomes defective:

- (i) Modulation monitor.
- (ii) Frequency monitor.
- (iii) Final stage plate voltmeter.
- (iv) Final stage plate ammeter.
- (v) Transmission line radio frequency voltage, current, or power meter.

(5) Record of tower light inspections where required by § 17.38(d) of this chapter (Part 17—Construction, Marking, and Lighting of Antenna Structures).

(6) Entries shall be made so as to describe fully any experimental operation pursuant to § 73.562.

(7) Any other entries required by the current instrument of authorization of the station and the provisions of this subpart.

(b) Upon completion of the inspection required by § 73.565(e), the inspecting operator shall enter a signed statement that the required inspection has been made, noting in detail the tests, adjustments, and repairs which were accomplished in order to assure operation in accordance with the provisions of this subpart and the current instrument of authorization of the station. The statement shall also specify the amount of time, exclusive of travel time to and from the transmitter, which was devoted to such inspection duties. If complete repair could not be effected, the statement shall set forth in detail the items of equipment concerned, the manner and degree in which they are defective, and the reasons for failure to make satisfactory repairs.

(c) The inspecting operator shall sign and date the maintenance log at the conclusion of each inspection. In preparing the maintenance log, original data may be recorded in rough form and later transcribed into the log, but in such cases all portions of the original memorandum shall be preserved as a part of the complete log.

(d) Any necessary corrections in the maintenance log shall be made only by the inspecting operator who shall initial and date all changes prior to signing the log. If corrections or additions are made on the log after the log has been so signed, explanation must be made the subject of a separate memorandum, dated and signed by the operator who made the entry in question or the station technical supervisor or by an officer of the licensee. Such memorandum shall explain fully the circumstances surrounding the errors or ambiguities, and shall be affixed to the original log in question. If written and signed by other than the inspecting operator who made the entry the memorandum shall contain a satisfactory explanation of why such signature is lacking.

13. Section 73.669, paragraphs (a) and (c) are amended and paragraph (d) is revised to read as follows:

§ 73.669 General requirement relating to logs.

(a) The licensee or permittee of each television broadcast station shall maintain program, operating and maintenance logs as set forth in §§ 73.670, 73.671, and 73.672. Each log may be kept by the station employee or employees competent to do so, having actual knowledge of the facts required, who in the case of program and operating logs shall sign the appropriate log when starting duty, and again when going off duty.

* * * * *

(c) No log or preprinted log or schedule which upon completion becomes a

log or portion thereof shall be erased, obliterated, or willfully destroyed within the period of retention provided by the provisions of this part. Any necessary correction shall be made only pursuant to §§ 73.670, 73.671, and 73.672, and only by striking out the erroneous portion, or by making a corrective explanation on the log or attachment to it as provided in those sections.

(d) Entries shall be made in the log as required by §§ 73.670, 73.671, and 73.672. Additional information such as that needed for billing purposes or for the cueing of automatic equipment may be entered on the logs. Such additional information, so entered, shall not be subject to the restrictions and limitations in the Commission's rules on the making of corrections and changes in logs.

14. In § 73.670, a new paragraph (c) is added to read as follows:

§ 73.670 Program log.

(c) Program logs shall be changed or corrected only in the manner prescribed in § 73.669(c) and only in accordance with the following:

(1) *Manually kept log.* Where, in any program log, or preprinted program log, or program schedule which upon completion is used as a program log, a correction is made before the person keeping the log has signed the log upon going off duty, such correction no matter by whom made, shall be initialled by the person keeping the log prior to his signing of the log when going off duty, as attesting to the fact that the log as corrected is an accurate representation of what was broadcast. If correction or additions are made on the log after it has been so signed, explanation must be made on the log or on an attachment to it, dated and signed by either the person who kept the log, the station program director or manager, or an officer of the licensee.

15. In Section 73.671 the introductory text of paragraph (a) is amended, and new paragraphs (a) (5), (c), and (d) are added to read as follows:

§ 73.671 Operating log.

(a) The following entries shall be made in the operating log by the properly licensed operator in actual charge of the transmitting apparatus only.

(5) The entries required by § 17.38 (a), (b), and (c), of this chapter.

* * * * *

(c) In preparing the operating log, original data may be recorded in rough form and later transcribed into the log, but in such a case all portions of the original memoranda shall be preserved as a part of the complete log.

(d) Operating logs shall be changed or corrected only in the manner prescribed in § 73.669(c) and only in accordance with the following:

(1) *Manually kept log.* Any necessary corrections in a manually kept operating log shall be made only by the person making the original entry who shall make and initial each correction prior to signing the log when going off duty in accordance with § 73.669(a). If corrections or additions are made in the operating log after it has been so signed, explanation must be made on the log or on an attachment to it, dated and signed by either the person who kept the log or the station technical supervisor or an officer of the licensee.

(2) *Automatic logging.* No automatically kept operating log shall be altered in any way after entries have been recorded. Any errors or omissions found in an automatically kept operating log shall be noted and explained in a memorandum signed by the operator on duty (who, under the provisions of paragraph (b) (7) of this section, is required to inspect the automatic equipment) or, by the station technical supervisor or an officer of the licensee. Such memorandum shall be affixed to the original log in question.

16. Section 73.672 is revised to read as follows:

§ 73.672 Maintenance log.

(a) The following entries shall be made in the maintenance log:

(1) An entry each week of the time and result of test of auxiliary transmitters.

(2) A notation each week of the calibration check of automatic recording devices as required by § 73.671(b) (3).

(3) An entry describing the method used and the results obtained in determining the operating frequency of the transmitter.

(i) Whenever the frequency check required by § 73.690(a) is made.

(ii) Whenever the frequency measurement required by § 73.690(c) is made.

(4) An entry of the date and time of removal from and restoration to service of any of the following equipment in the event it becomes defective:

(i) Visual modulation monitoring equipment or aural modulation monitor.

(ii) Final stage plate voltmeters of aural and visual transmitters.

(iii) Final stage plate ammeters of aural and visual transmitters.

(iv) Visual and aural transmitter transmission line radio frequency voltage, current, or power meter.

(5) Record of tower light inspections where required by § 17.38(d) of this chapter (Part 17—Construction, Marketing, and Lighting of Antenna Structures).

(6) Entries shall be made so as to describe fully any operation for testing and maintenance purposes.

(7) Any other entries required by the instrument of authorization or the provisions of this part.

(b) The inspecting operator shall sign and date the maintenance log at the conclusion of each inspection. In preparing the maintenance log, original data may be recorded in rough form and later transcribed into the log, but in such cases all portions of the original memorandum shall be preserved as a part of the complete log.

(c) Any necessary corrections in the maintenance log shall be made only by the inspecting operator who shall initial and date all changes prior to signing the log. If corrections or additions are made on the maintenance log after the log has been so signed, explanation must be made the subject of a separate memorandum, dated and signed by the operator who made the entry in question or the station technical supervisor or by an officer of the licensee. Such memorandum shall explain fully the circumstances surrounding the errors or ambiguities, and shall be affixed to the original log in question. If written and signed by other than the inspecting operator who made the entry the memorandum shall contain a satisfactory explanation of why such signature is lacking.

[F.R. Doc. 66-661; Filed, Jan. 19, 1966; 8:48 a.m.]

Proposed Rule Making

CIVIL AERONAUTICS BOARD

[14 CFR Part 221]

[Docket No. 16864]

CONSTRUCTION, PUBLICATION, FILING AND POSTING OF TARIFFS OF AIR CARRIERS

Information From Carriers Relating to Effect of New or Changed Fares on Revenue, Traffic, and Fares Per Mile

JANUARY 14, 1966.

Notice is hereby given that the Civil Aeronautics Board has under consideration a proposed amendment to § 221.165 of the Economic Regulations (14 CFR 221.165) which would require carriers to state the effect of new or changed rates proposed in tariff filings on their revenue, traffic, and fares per mile, in or attached to the transmittal letters accompanying tariff publications they file with the Board. In addition, the proposed amendment makes clear that the current exception from certain informational requirements which occurs when a tariff change is filed "to meet competition" refers only to tariff changes which effect decreases or to rule changes which operate to decrease fares or charges.

The principal features of the proposed amendment are further described in the Explanatory Statement, and the proposed amendment is set forth in the proposed rule. This regulation is proposed under the authority of sections 204(a) and 403 of the Federal Aviation Act of 1958, as amended (72 Stat. 743, 758; 49 U.S.C. 1324, 1373).

Interested persons may participate in the proposed rule making through submission of ten (10) copies of written data, views, or arguments pertaining thereto, addressed to the Docket Section, Civil Aeronautics Board, Washington, D.C., 20428. All relevant matter in communications received on or before February 21, 1966, will be considered by the Board before taking final action on the proposed rule. Copies of such communications will be available for examination by interested persons in the Docket Section of the Board, Room 710, Universal Building, 1825 Connecticut Avenue NW, Washington, D.C., upon receipt thereof.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

Explanatory statement. Section 221.165 of the Board's Economic Regulations (14 CFR 221.165) provides for the submission of certain information to support the filing of new or changed rates or fares. The existing regulation does not specifically require carriers to state the fares per mile under the existing and the proposed fares; and, except in connection with the filing of specific commodity

rates, it does not specifically require carriers to furnish past revenue and traffic data and estimates of future revenue and traffic under proposed tariffs. Although carriers have on occasion furnished this information, many tariffs have not been so supported, and the Board's staff has been frequently required to direct specific requests to carriers for adequate economic data or information justifying tariff changes.

Consequently, the Board proposes that § 221.165 be amended to require where a tariff is filed containing new or changed passenger fares, charges, rules or practices relating to passenger fares, that there be submitted with such filing past and estimated future traffic and revenue data with respect to each market in which passenger fares are proposed, and an explanation of the basis for the future estimates, also a statement of fares per mile under the proposed fares as well as the existing fares.

In addition, the Board proposes to clarify an exception in the existing regulation which exempts carriers from filing certain types of information and economic data when the tariff change is designed "to meet competition." The proposed rule would make clear that only a reduction filed to meet competition qualifies for the exemption allowed in the existing regulation.

Proposed rule. The Civil Aeronautics Board proposes to amend Part 221 of the Economic Regulations (14 CFR Part 221) so that § 221.165 thereof reads as follows:

§ 221.165 Explanation and data supporting tariff changes and new matter in tariff publications.

Where a tariff publication is filed with the Board which contains new or changed local or joint rates, fares, charges, rules or practices, the issuing air carrier or agent shall submit with the filing of such publication the following information and data in or attached to the transmittal letter:

(a) An explanation of the rate, fare, charge, rule or practice and the basis of rate making used by the air carrier in making the tariff change or inserting the new matter.

(b) Economic data and/or information in support of the changes or new matter in the tariff publication on which the proponent intends the Board to rely.

(c) In connection with the filing of specific commodity rates, actual or estimated past traffic and revenue data, estimated future traffic and revenue data, and an explanation of the basis for the estimated future traffic and revenue data.

(d) In connection with new or changed passenger fares, charges, or rules or practices relating to passenger fares:

(1) For each pair of points for which local or joint passenger fares are pro-

posed, actual or estimated past traffic and revenue data as well as estimated future traffic and revenue data; and

(2) An explanation of the basis for estimated future traffic and revenue.

(e) A table listing in the first column the existing rates, fares or charges; in the second column the proposed rates, fares or charges; in the third column the difference between column 1 and column 2, expressed in terms of percentage of the first column; in the fourth column the fares per mile under the existing fares; in the fifth column the fares per mile under the proposed fares; and in the sixth column the mileage used in computing fares per mile. (When fares are proposed for a new service over points presently served, the present fare for a basic service should be shown in columns 1 and 4.) When the proposed fare is a new local jet fare, the existing fare is deemed to be the existing propeller fare for the comparable class of service published by the filing carrier. If no such fare is published by the filing carrier, show in the existing fare column the existing jet and propeller fares published by any other air carrier for that pair of points. Indicate by footnote reference or appropriate symbol the nature of the fare(s) shown in the existing fare column. When the proposed fare is a new joint jet fare, the existing fare is deemed to be the sum of the local jet fares published by the carriers participating in the proposed joint fare via the same junction point. Indicate by footnote reference or appropriate symbol, the nature of the fare shown as the existing fare.

(f) Exceptions:

(1) The requirement for information in paragraphs (b), (c), and (d) of this section will not apply to tariff changes which (i) are filed in response to Board orders or specific Board policy pronouncements directly relating to the tariff changes being made, (ii) effect decreases in fares or rules changes which operate to decrease fares or charges (including instances where the value of service is increased without a corresponding increase in fares) and are filed to meet competition, or (iii) are filed pursuant to an inter-carrier agreement approved by the Board.

(2) The requirement for information in paragraph (e) of this section will not apply to any tariff changes (other than tariff changes involving passenger tariffs which are referred to in paragraph (d) of this section) which are (i) uniform percentage adjustments, (ii) specific increment adjustments, (iii) adjustments made in accordance with a specific formula, or (iv) canceled rates or fares.

[F.R. Doc. 66-652; Filed, Jan. 19, 1966; 8:48 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

I 47 CFR Part 21

[Docket No. 16419; FCC 66-28]

PRIORITY OF LORAN-C RADIO- NAVIGATION SYSTEM

Notice of Proposed Rule Making

1. Notice is hereby given of proposed rule making in the above-entitled matter.

2. LORAN, an acronym for LOng RAnge Navigation, encompasses a family of pulse-emission, hyperbolic-type radio aids to navigation systems. The original version of LORAN was developed during World War II as a combined Air/Surface navigational aid. Now called LORAN-A, that version, operating in the 1800-2000 kc/s band, is used extensively by ships and aircraft throughout the world. To meet requirements for greater accuracy, longer range and other operational considerations, modifications of the LORAN concept have subsequently taken place. LORAN-B and LORAN-C, operating in the 1800-2000 kc/s and 90-110 kc/s bands, respectively, are systems incorporating such modifications.

3. The feature which distinguishes the several versions of LORAN from other hyperbolic radionavigation systems is in the use of pulse emission by LORAN. Use of short pulses permits the navigator to make non-ambiguous time-difference measurements between the times of reception of signals from the several fixed shore stations comprising the system. The short pulses also allow discrimination between signals from a single LORAN station arriving at a receiver via the several wave propagation modes. Although LORAN-C is primarily a high-accuracy radionavigation system, the inherent physical nature and stability of the emissions from LORAN-C stations make them useful for a number of other functions including: Precise geographical surveys, distance measuring, timing, data transmission, warning systems, communications and scientific investigation in the field of radio propagation.

4. Antennas for some of the LORAN-C stations must be custom made to meet the physical conditions of the site; consequently, in addition to being expensive, a long procurement leadtime is required. Further, the nature of the LORAN-C system requires close control of the basic pulse parameters which preclude frequency changes. For these reasons, serious problems would be created should interference be caused by a LORAN-C station to a station having a higher regulatory status, particularly since any loss of service could have disastrous operational consequences.

5. In order to improve the regulatory status of LORAN-C operations, at least insofar as the National Table of Frequency Allocations is concerned, the Director of Telecommunications Management has recommended the adoption of a new U.S. footnote which would apply

to the 90-110 kc/s band and would read as follows:

U.S.—The LORAN radionavigation system has priority in this band in the United States and Possessions.

6. Application of such a footnote would be similar to the footnote (198) which applies to the band 1800-2000 kc/s of the International Radio Regulations (Geneva, 1959) which points out that, in Region 2 (the Americas), the LORAN system has priority and other services to which the band is allocated may use any frequency in the band subject to non-interference to the LORAN system.

7. In view of the foregoing, the Commission is proposing to amend § 2.106, the Table of Frequency Allocations, of the Commission's rules by the addition of a new U.S. footnote in column 7 of the Table which would apply to the 90-110 kc/s band and which would read as set forth above.

8. Authority for the proposed amendment to the appropriate rules is contained in sections 4(1) and 303 of the Communications Act of 1934, as amended.

9. Pursuant to the applicable procedures set forth in § 1.415 of the Commission's rules, interested persons may file comments on or before March 1, 1966, and reply comments on or before March 14, 1966. All relevant and timely filed comments and reply comments will be considered by the Commission before final action is taken in this proceeding. In reaching its decisions in this proceeding, the Commission may also take into consideration other relevant information before it, in addition to the specific comments invited by this notice.

10. In accordance with § 1.419 of the Commission's rules an original and 14 copies of all statements, views, or comments filed shall be furnished the Commission.

Adopted: January 12, 1966.

Released: January 13, 1966.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-626; Filed, Jan. 19, 1966;
8:45 a.m.]

I 47 CFR Parts 2, 87]

[Docket No. 16149; FCC 66-44]

AERONAUTICAL RADIONAVIGATION SERVICE IN NEW YORK CITY

Notice of Proposed Rule Making

1. Notice is hereby given of proposed rule making in the above-captioned matter. The proposed rule changes are shown in the Appendix.

2. On November 20, 1961, the New York Monitoring Corp., a wholly-owned subsidiary of New York Airways, Inc. (hereinafter referred to as NYA), petitioned the Commission to amend Part 2 and either Part 9 or Part 11 (now Parts 87 and 91, respectively) to permit regular operation of a flight track monitoring

system. The monitoring system was designed and developed by the DECCA Navigator Co., Ltd., London, England, and has been authorized by the Commission to operate on a developmental basis since 1958 to provide an aeronautical radionavigation service for helicopter operations in the New York metropolitan area. Although NYA is of the opinion that the service to be rendered is of a radiolocation nature, for which provision is already made in Part 2, the Commission believes the service is more accurately defined as "aeronautical radionavigation" as set forth in the International Radio Regulations (Geneva, 1959).

3. The flight track monitoring system uses standard Mark X DECCA equipment which is used in a number of locations throughout the world. It is a hyperbolic system offering automatic position information, thereby providing a continuous indication of aircraft position with respect to known geographic locations. The system consists of a "master" station and three related "slave" stations.

4. To permit the airborne receiver to discriminate between them, each station in the chain transmits on a different frequency. The received signals, which are related to a base frequency, are multiplied in the receiver to produce a common frequency which is then subject to phase comparison within the receiver. The result is then displayed on indicators which reflect the position of the aircraft as it flies through the coverage pattern.

5. In support of its petition, NYA alleges that existing common system aeronautical radionavigation aids are inadequate for helicopter air carrier operations in the New York metropolitan area and gives a number of reasons therefor. NYA summarizes the benefits to be derived from using the DECCA system in connection with air carrier helicopter service in the New York area as follows:

(1) The system permits pilots to fly a precise ground track on a daily basis, resulting in increased efficiency in the use of crews and aircraft;

(2) Positive records of extent and nature of enroute and holding delays are maintained;

(3) More efficient utilization of the congested air-space will ensue;

(4) Holding patterns, particularly over water, can be maintained more accurately; and

(5) Operations can be conducted under lower enroute visibility conditions.

6. As indicated in paragraph 2, the system in question has been operated on a developmental basis for the past seven years, providing an aeronautical radionavigation service for helicopter operation in the New York City area. During this time, regular reports of the operation have been filed with the Commission and with the Federal Aviation Agency (FAA). The FAA has now certificated the system for instrument flight procedures.

7. The FAA has statutory responsibility for providing, maintaining and administering officially sanctioned aeronautical radionavigation systems in the United States. However, in instances

PROPOSED RULE MAKING

where a special showing of need has been made, and the Government is not prepared to render the service, it has been the practice of the Commission, after consultation with the FAA, to authorize the rendition of such service by a non-Government entity. Such is the case here, and the Commission proposes to amend its rules to permit the licensing of this system. However, in view of FAA responsibilities in this regard, it is the Commission's intention to authorize such systems only in areas where FAA has formally advised the Commission that the service is required. Initially, this will be limited to the New York City area, within a 50 nautical mile radius of Columbus Circle in New York City.

8. The proposal to make available frequencies for the aeronautical radionavigation system in question would result in derogation¹ of the International Table of Frequency Allocations. For this reason, protection from harmful interference cannot be afforded from the stations of other countries operating in accordance with the International Table, except by special arrangements. Nationally, however, it is proposed that the aeronautical radionavigation service be treated as one of the primary services authorized to use specific frequencies in certain of those bands.

9. Authority for the proposals is contained in sections 4(i) and 303 of

the Communications Act of 1934, as amended.

10. Pursuant to the applicable procedures set forth in § 1.415 of the Commission's rules, interested persons may file comments on or before March 1, 1966, and reply comments on or before March 14, 1966. All relevant and timely filed comments and reply comments will be considered by the Commission before final action is taken in this proceeding. In reaching its decisions in this proceeding, the Commission may also take into consideration other relevant information before it, in addition to the specific comments invited by this Notice.

11. In accordance with the provisions set forth in § 1.419 of the Commission's rules, an original and 14 copies of all statements, briefs, or comments shall be furnished the Commission.

Adopted: January 12, 1966.

Released: January 13, 1966.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

1. Section 2.106, the Table of Frequency Allocations, is amended in part, to read as follows and footnote US-- is added in appropriate numerical sequence:

Federal Communications Commission				
Band (kc/s)	Service	Class of station	Frequency (kc/s)	Nature OF SERVICES (of stations)
7	8	9	10	11
70-90 (US--)	FIXED. Radiolocation.	Fixed. Radiolocation land. Radiolocation mobile.		INTERNATIONAL FIXED PUBLIC. RADIOLOCATION.
110-130 (167) (US--)	FIXED. MARITIME MOBILE. Radiolocation.	Coast. Fixed. Radiolocation land. Radiolocation mobile. Ship.		FIXED (in Alaska). INTERNATIONAL FIXED PUBLIC. MARITIME MOBILE. RADIOLOCATION.

US-- Non-Government aeronautical radionavigation stations, intended to provide service for helicopter operations in the New York City area, may be authorized on the following frequencies:

Kc/s	Kc/s	Kc/s
70.8375	85.065	127.5075
84.945	113.340	
85.005	116.1735	

Such authorizations shall be limited to the specific sites, coverage area and period of time in accordance with formal advice from the Federal Aviation Agency to the Federal Communications Commission that the service is required.

2. A new § 87.507 is added to read as follows:

§ 87.507 Low frequency hyperbolic system.

(a) Short range hyperbolic navigational systems by means of which suitable radio receivers provide a continuous indication of position with respect to geographical locations may be authorized

in the New York City area, with a recognized coverage area not to exceed a radius of 50 nautical miles from Columbus Circle in New York City, on the following frequencies:

Kc/s	Kc/s
70.8375	113.340
84.945	116.1735
85.005	127.5075
85.065	

Such authorizations shall be limited to the specific sites, coverage area and period of time in accordance with formal

¹ Provision for such derogation is made in No. 115 of the International Radio Regulations (Geneva, 1959).

advice from the Federal Aviation Agency to the Federal Communications Commission that the service is required.

(b) Except as provided in paragraph (c) of this section and, except for routine maintenance, the system shall operate continuously during the hours specified on the authorization.

(c) The approval of the Commission shall be obtained prior to suspension of permanent discontinuance of the operation of the system: *Provided, however,* That in an emergency, operation may be temporarily discontinued without prior approval.

(d) The system shall not employ a scrambling device or other apparatus designed to prohibit the use of the system by others.

[F.R. Doc. 66-627; Filed, Jan. 19, 1966; 8:45 a.m.]

I 47 CFR Part 73 1

[Docket No. 15689; FCC 66-42]

**TABLE OF ASSIGNMENTS, FM
BROADCAST STATIONS**

Notice of Proposed Rule Making

1. The Commission has before it for consideration its notice of proposed rule making, FCC 64-1021, issued in this proceeding on November 5, 1964 (29 FR 15180), inviting comments on a proposal advanced by Jim Gordon, Inc., licensee of Station KCLE-FM, Channel 235 Cleburne, Tex., to delete Channel 236 from Wichita Falls, Tex. Petitioner also sought an order to show cause to be issued to the licensee of Station KTNO (FM), Radio Wichita Falls, Inc., as to why its outstanding authorization should not be modified to specify operation on one of the unused assignments in Wichita Falls in lieu of Channel 236.¹

2. The purpose of the proposed deletion of Channel 236 at Wichita Falls, Tex., is to eliminate a short spacing between KTNO and KCLE-FM. These stations are about 119 miles apart, whereas the required adjacent channel separation for such stations is 150 miles. At the present time Channels 225, 236, 247, 260, and 277 are assigned to Wichita Falls. Stations are in operation on Channels 236 and 260. This city has a population of 101,724 persons. In Docket No. 16331 it has been proposed to delete Channel 247 in view of the fact that it was made inadvertently in violation of our minimum separation rules. Thus, the Jim Gordon proposal would reduce Wichita Falls to only three Class C FM assignments, Channels 225, 260, and 277.

3. Jim Gordon, Inc., licensee of KCLE-FM, and proponent of the proposed deletion of Channel 236, submitted that an increase in power and antenna height is necessary in order that the station may expand its important services to the numerous communities which presently do not receive adequate service, that the rules of the Commission preclude the

¹ On Oct. 18, 1965, the corporate name of Radio Wichita Falls, Inc., was changed to Steve Gose Enterprises, Inc.

grant of an application for increased power and height, and that the proposal would better achieve the purposes of the FM Table of Assignments. Petitioner, in recognition of the costs involved in the change of frequency by an existing station also offered to "pay a fair share of the reasonable actual costs attributable to the change in frequency" but differed with the licensee of KNTO as to what these costs would be.

4. Radio Wichita Falls, Inc., opposed the Jim Gordon request and the proposed change in frequency for KNTO on the grounds that the costs of converting to another channel would result in economic hardship to the licensee. Radio Wichita urged that not only would there be changes required in transmitting equipment, but also in all the background music receivers which utilize its stereo broadcasting and background music service. It is claimed that proper retuning of these receivers would take several weeks and that this would result in a loss of advertising and background music revenue. The total cost of the changeover was estimated to be a great deal more than the amount offered by KCLE-FM.

5. Developments since the institution of this proceeding lead us to the conclusion that the proposal should be denied and the proceeding terminated. We have already mentioned the proposal on our own motion to delete one of the assignments to Wichita Falls (Channel 247) because of short spacings; a proposal which would reduce Wichita Falls to only four assignments. Station KCLE-FM has since the time of the Notice been authorized an increase in facilities from 0.35 kilowatts and antenna height of 260 feet above average terrain to 50 kilowatts power and antenna height of 450 feet. This authorization was issued pursuant to the Fourth Report and Order released on October 9, 1964, in Docket No. 14185, FCC 64-919, 3RR 2d 1571, which provides for increases in facilities for existing short spaced stations in accordance with a newly adopted formula contained in § 73.213. Under these rules KCLE-FM may increase its facilities up to the maximum in those directions in which it meets all the minimum required separations but is limited to 50 kilowatts and 2,000 feet antenna height in the direction of KNTO. Similarly, KNTO may also apply for such increases in facilities. Thus, KCLE-FM has obtained its principal objective in requesting the change in frequency for KNTO.

6. In view of the foregoing: *It is ordered*, That the petition of Jim Gordon, Inc., RM-554, is denied.

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

Adopted: January 12, 1966.

Released: January 14, 1966.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-628; Filed, Jan. 19, 1966;
8:45 a.m.]

[47 CFR Part 73]

[Docket No. 16425; FCC 66-43]

TABLE OF ASSIGNMENTS, FM
BROADCAST STATIONS

Notice of Proposed Rule Making

1. Notice is hereby given of proposed rule making in the above-entitled matter.

2. On November 15, 1965, Henryetta Radio Co., licensee of Station KHEN (AM), Henryetta, Okla., filed a petition requesting rule making to amend the FM Table of Assignments so as to assign Class C Channel 258 to Henryetta, Okla. On December 7, 1965, this request was amended to include the deletion of Channel 272A from Henryetta and its assignment to Eufaula, Okla. As amended the proposal is as follows:

City	Channel No.	
	Present	Proposed
Eufaula, Okla.		272A
Henryetta, Okla.	272A	258

3. Henryetta has a population of 6,551 and (aside from the city of Okmulgee, the county seat) is the largest community in its county. Okmulgee County has a population of 35,945 persons. It has a daytime-only AM station (KHEN), licensed to petitioner, and one Class A FM assignment, Channel 272A. There are two applications on file for Channel 272A, one from petitioner and the other from Tri-City Broadcasting Co., which proposes to use it at Eufaula under the "25 mile rule." These applications, BPH-4593 and 4482, have been designated for comparative hearing and assigned Docket Nos. 16293 and 16292, respectively. Eufaula has a population of 2,382 and is the county seat but not the largest community in McIntosh County, which has a population of 12,371. It has neither an AM station nor an FM assignment.

4. KHEN submits that Henryetta is the principal community of the area, that a station on the proposed assignment would cover the entire new resort area of Eufaula Reservoir and its associated lodges, etc., and that approximately 300,000 people would be provided with their first adequate FM service. It urges that a Class C assignment is necessary to provide coverage to this isolated area in view of the surrounding hilly terrain. Finally, petitioner points out that the additional assignment to the Henryetta-Eufaula area will eliminate the need for a comparative hearing between the two communities and thereby permit two stations instead of one.

5. Normally, our policy has been to assign Class A channels to the smaller communities and Class B and C channels to the larger cities and metropolitan areas except where the small community is in a large rural area and far removed from centers of population. The nearest large cities to Henryetta in which Class C channels are assigned are about 40 miles (Muskogee and McAlester) and the nearest metropolitan area (Tulsa) is

about 50 miles distant. Thus, Henryetta, may be the type of community which would merit a departure from our general policy in this regard. We are therefore inviting comments on the petitioner's proposal as outlined above.

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

7. Pursuant to applicable procedures set out in § 1.415 of the Commission's rules, interested persons may file comments on or before February 14, 1966, and reply comments on or before February 25, 1966. All submissions by parties to this proceeding or persons acting in behalf of such parties must be made in written comments, reply comments or other appropriate pleadings.

8. In accordance with the provisions of § 1.419 of the rules, an original and 14 copies of all comments, replies, briefs, and other documents shall be furnished the Commission. Attention is directed to the provisions of paragraph (c) of § 1.419 which require that any person desiring to file identical documents in more than one docketed rule making proceeding shall furnish the Commission two additional copies of any such document for each additional docket unless the proceedings have been consolidated.

Adopted: January 12, 1966.

Released: January 14, 1966.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-629; Filed, Jan. 19, 1966;
8:45 a.m.]

[Docket No. 16222]

[47 CFR Part 73]

STANDARD METHOD FOR CALCULATING RADIATION IN EVALUATING INTERFERENCE

Order Extending Time for Filing
Comments and Reply Comments

In the matter of amendment of Part 73 of the Commission rules to specify, in lieu of the existing MEOV concept, a standard method for calculating radiation for use in evaluating interference, coverage and overlap of mutually prohibited contours in the Standard Broadcast Service.

1. The Association of Federal Communications Consulting Engineers has requested the Commission in a petition, filed January 7, 1966, to grant a 6-month extension of time for filing comments in the above-captioned proceeding. Comments are now due January 14, 1966, and reply comments on January 31, 1966.

2. In support of the requested extension, the Association states that its membership is vitally interested in the Commission's proposal in this proceeding for determining radiation values when a directional antenna system is employed

¹ Commissioner Cox dissenting.

PROPOSED RULE MAKING

and is conducting studies to evaluate the proposed method and others as well. It urges that the time provided for comments is insufficient for adequate studies by the Association and its members and that the additional time requested is essential.

3. The Commission believes that it will be helpful in reaching a final decision in this proceeding to have petitioner and others present full information and data concerning their technical studies and evaluation of the Commission's proposal and, considering petitioner's representations, is of the opinion that, in order to afford all parties a reasonable and sufficient opportunity to do so, it is in the public interest to extend the time for filing comments as requested.

4. Accordingly, it is ordered, This 13th day of January 1966, that the request of the Association of Federal Communications Consulting Engineers is granted; that the time for filing comments in this proceeding is extended from January 14, 1966, to July 14, 1966; and that the time for filing reply comments in this proceeding is extended from January 31, 1966, to August 15, 1966.¹

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

Released: January 17, 1966.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-682; Filed, Jan. 19, 1966;
8:48 a.m.]

[47 CFR Part 74]

[Docket No. 16424; FCC 66-41]

**MICROWAVE RELAYS LICENSED TO
TRANSLATOR OPERATORS**

Notice of Proposed Rule Making

1. Notice is hereby given of proposed rule making in the above-entitled matter.

2. In the Docket No. 15858 proceeding, in which 100 watt translators were provided for on unoccupied assignments in the TV Table of Assignments, several parties stated that in some of the far western states there are a number of unused assignments which are too far from a station to pick the signals off-the-air and that some form of relay system, such as provided by microwave frequencies, is needed if the proposal is to be fully implemented. Others urged that there is no reason to treat translators, which provide free television service to the public, differently from CATV systems, which charge for such service and which do

¹ In a subsequent petition, filed Jan. 10, 1966, the Clear Channel Broadcasting Service requests a lesser extension of time for filing comments—to Jan. 28, 1966—and for filing reply comments—to Feb. 11, 1966—in order to complete and present engineering comments. Its request is granted as part of our action herein.

have available microwave frequencies for relay purposes. Up to this time we have not considered the need for relays for translators since the operators of these stations were usually small groups of citizens who banded together to provide the service and did not have large sums of money available for relays.² If the distance from the originating TV station is too large for direct off-the-air reception, the translators normally pick up the signal from some intermediary translator. However, the rules governing high power translators now provide that regular TV station licensees may operate such stations even though they may be located beyond the Grade B contour of the originating station. There now appears to be a practical need for some form of relay system for translators.

3. Before going into the question of which microwave frequencies might be used by translators and the manner in which this type of operation might be permitted, a brief discussion of the nature of translators and the basic difference between these stations and regular TV broadcast stations is in order. Television translators are relatively low power devices which are designed to pick up a distant TV signal, translate this signal to another frequency, and to rebroadcast the signal without any material changes. The TV station being rebroadcast employs the complex modulating equipment needed to produce TV signals having the technical qualities required for satisfactory reception, but translators may be relatively simple and inexpensive devices which do not have to meet as many rigid technical standards. Translators were authorized by the Commission as one way of bringing TV service to rural areas and isolated communities which do not enjoy direct reception of regular TV stations due to terrain difficulties or distance from such stations. If the translator apparatus is modulated with locally generated program material, it is no longer a simple translator and must employ the same complex equipment used at regular TV broadcast stations and the basic translator apparatus itself would need extensive modification to meet the frequency tolerance and band width requirements. This is the principal reason that devices designed for translator operation cannot as a rule meet the requirements for regular TV broadcast stations. Because of the greater intricacy of regular TV transmitters and the greater powers authorized with the attendant greater possibility of interference to other stations and services, persons holding a valid radiotelephone operator's license are required to be in attendance at regular stations at all times. The Communications Act generally requires an operator at all broadcast stations. However, in an amendment passed by the Congress a few years ago, this requirement was eliminated for stations which are "engaged solely in rebroadcasting the signals of television broadcast stations" * * * such as TV translators.

² A typical microwave relay facility may cost between \$10,000 and \$15,000 per hop.

4. Subpart F of the Rules, Television Auxiliary Broadcast Stations, makes available frequencies in the 2000, 7000 and 13,000 Mc/s regions for television pickup, STL and inter-city relay purposes to regular TV broadcast stations. These microwave stations normally use frequency modulation, and wide bandwidths are permitted by the rules. They demodulate the TV signal (or generate the video and aural signals in the case of pickup and STL stations), use the video and aural signals to modulate the microwave transmitter, and at the receiving end demodulate the microwave signal and again modulate the TV broadcast transmitter. As explained above this type of operation could not be permitted for translators. However, there is a possibility of utilizing at least one of the groups of microwave frequencies available for TV auxiliary broadcast stations by translators. Equipment is either now available or can readily be developed in the 2000 Mc/s band which uses amplitude modulation. This equipment could then be used to relay the signals to a translator which would merely rebroadcast the signal as originally developed at the TV broadcast station and relayed to the translator without demodulation and remodulation at the translator. The characteristics of the translator signal would be the same as that of the originating station. This equipment uses the same principle of heterodyne or frequency changing as used in translators. Microwave equipment such as we are discussing is used in the Instructional Television Fixed Station service in the 2500 Mc/s band with bandwidths of 6 Mc/s. Since the 2000 Mc/s band available in the auxiliary broadcast service is assigned on a 17 Mc/s basis, these assignments for the proposed stations would have to be reduced to 6 Mc/s in order not to waste spectrum space.

5. The parties who advocated the use of microwave frequencies for use by translators recognized that there will be need to revise the definition of a translator or to add a separate definition for translators which use microwave relay facilities.

The present definition of a translator is as follows:

Television broadcast translator station. A station in the broadcasting service operated for the purpose of retransmitting the signals of a television broadcast station or another television broadcast translator station, by means of direct frequency conversion and amplification of the incoming signals without significantly altering and characteristic of the incoming signal other than its frequency and amplitude, for the purpose of providing television reception to the general public.

The above definition could be amended to include incoming signals from microwave relay stations using amplitude modulation (visual) and frequency modulation (aural) in accordance with approved standards. It will also be desirable to call these facilities "translator microwave relay stations" in order to distinguish them from television inter-city relay stations.

6. In view of the foregoing we invite comments from interested parties on various aspects of this matter: Whether there is sufficient need and demand for microwave relays for use by translators; and whether the 2000 Mc/s band of frequencies available for TV auxiliary broadcast stations and contained in Subpart F of Part 74 can be shared with translators without depriving regular TV stations of sufficient channels. We also invite comments from manufacturers as to the present and future availability of the heterodyne type of equipment contemplated by the proposed rules, the characteristics of the signals which can be expected, proposed specifications for type-acceptance, and the signal to noise ratios which can be expected for a series of such installations. Finally, we propose to make grants of such stations on a secondary basis to the use of the available frequencies by regular auxiliary broadcast stations. In the event the 2000 Mc/s band is made available for use by translators as relays from TV broadcast stations to translators, the appropriate rules contained in Subpart F of Part 74 will be amended. These would include §§ 74.602 (a) and (b), 74.631(c) and 73.632 in addition to the definition of a translator microwave relay station to be contained in § 74.601(c). In addition, § 74.731 of Subpart G will have to be amended to provide for the operation contemplated herein.

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

8. Pursuant to applicable procedures set out in § 1.415 of the Commission's rules, interested parties may file comments on or before March 1, 1966, and reply comments on or before March 15, 1966. All relevant and timely comments and reply comments will be considered by the Commission before final action is taken in this proceeding. In reaching its decision in this proceeding, the Commission may also take into account other relevant information before it, in addition to the specific comments invited by this Notice.

9. In accordance with the provisions of § 1.419 of the rules, an original and 14 copies of all comments, replies, pleadings, briefs, and other documents shall be furnished the Commission.

Adopted: January 12, 1966.

Released: January 14, 1966.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-630: Filed, Jan. 19, 1966;
8:46 a.m.]

[47 CFR Parts 81, 83, 85 I]

[Docket No. 16418; FCC 66-27]

OPERATOR REQUIREMENTS AND GENEVA RADIO REGULATIONS

Notice of Proposed Rule Making

1. Notice is hereby given of proposed rule making in the above-entitled matter.

2. The operator requirements for radio stations are now published in Part 13 of the Commission's rules. Because of the differences in operator requirements for various classes of stations in the Maritime Services, at public fixed stations in Alaska, and in other radio services, it is believed desirable that, for the purpose of clarification, the operator requirements for stations subject to Parts 81, 83, and 85 be included in those parts. In the Appendix hereto are the proposed rules. Upon conclusion of rule making proceedings in this docket, appropriate changes will be made to Part 13.

3. Certain changes in international requirements pertaining to operators were made by the Geneva Radio Regulations (1959). The proposed rules include these changes, as follows:

(a) Section 83.159: (1) Under 512 of the Atlantic City Radio Regulations (ACRR) the holder of a general radiotelephone operator's certificate corresponding to the Commission's radiotelephone first and second-class operator licenses, was not authorized to operate a ship radiotelephone station of more than 100 watts carrier power, except under specified technical restrictions. Under 862 of the Geneva Radio Regulations (GRR), these restrictions are removed;

(2) Under 548 ACRR the holder of the lower grade of restricted radiotelephone operator's certificate, corresponding to the Commission's restricted radiotelephone operator permit, was not authorized to operate a ship radiotelephone station of over 50 watts carrier power. Under 903 GRR the holder of such certificate may operate a ship radiotelephone station of not more than 100 watts carrier power.

(b) Section 83.164: Under 501-502 ACRR each government was permitted to waive the requirement for an operator certificate for the operation of ship radiotelephone stations operated solely on frequencies above 30 Mc/s. The Commission, therefore, was free to waive the requirement and did so under § 83.155(a) of its rules. However, under 851-852 GRR, an operator certificate is now required when such stations are operated on frequencies above 30 Mc/s assigned for international use. Since the ship frequencies assigned in that part of the spectrum are generally available for international use and since many of them are shared with foreign stations, the waiver formerly set forth in § 83.155(a) has been deleted. This means that operators of VHF ship stations who hold no operator permits or licenses must obtain restricted radiotelephone operator permits. In making the rule change effective adequate time will be allowed for operators to obtain the required permits.

4. Section 83.104(a) has been revised to include therein the provision, regarding installation and protection of each ship station, that is presently contained in § 83.154(a)(1).

5. The proposed amendments to the rules, as set forth in the Appendix hereto, are issued pursuant to the authority contained in section 303 (l) and (r), and sections 318, 353, and 354 of the Communications Act of 1934, as amended.

6. Pursuant to applicable procedures set forth in § 1.415 of the Commission's rules, interested persons may file comments on or before March 1, 1966, and reply comments on or before March 14, 1966. All relevant and timely comments and reply comments will be considered by the Commission before final action is taken in this proceeding. In reaching its decision in this proceeding, the Commission may also take into account other relevant information before it, in addition to the specific comments invited by this notice.

7. In accordance with the provisions of § 1.419(b) of the Commission's rules, the original and 14 copies of all statements, briefs, or comments filed shall be furnished the Commission.

Adopted: January 12, 1966.

Released: January 13, 1966.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

A. Part 81, Stations on Land in the Maritime Services, is amended as follows:

1. Subpart F (§§ 81.151-81.156) is deleted and the following new Subpart F (including new §§ 81.151-81.159) is inserted to read:

Subpart F—Operator Requirements

Sec.	
81.151	Graded values of commercial radio operator authorizations.
81.152	Operator required.
81.153	[Reserved]
81.154	Limitations applicable to commercial radio operator permits.
81.155	Control by operator.
81.156	Adjustment of transmitting apparatus.
81.157	[Reserved]
81.158	Waivers of operator requirement.
81.159	Posting of operator authorization.

§ 81.151 Graded values of commercial radio operator authorizations.

(a) The classes of commercial radio operator authorizations are arranged in order of descending value for the purposes of this part, as follows:

T-1, Radiotelegraph first-class operator license.

T-2, Radiotelegraph second-class operator license.

P-1, Radiotelephone first-class operator license.

P-2, Radiotelephone second-class operator license.

T-3, Radiotelegraph third-class operator permit.

P-3, Radiotelephone third-class operator permit.

RP, Restricted radiotelephone operator permit.

§ 81.152 Operator required.

(a) As used in this subpart, "operator" means a person holding a commercial radio operator license or permit of the proper class, as prescribed and issued by the Commission.

(b) Wherever in this subpart a limitation with respect to carrier power is specified, reference is to A3 emission.

¹ Commissioner Loewinger dissenting and issuing a statement filed as part of original.

PROPOSED RULE MAKING

When the station employs A3H, A3A, A3J, or A3B emission, the specified limitation is applicable to peak envelope power.

(c) Except as otherwise provided in § 81.158, the actual operation of transmitting apparatus in any radio station subject to this part shall be performed only by a person holding a commercial radio operator license or permit of the required class, who shall be on duty at an authorized control point of the station and shall be responsible for the proper operation of the station as controlled from that position. The minimum class of radio operator license or permit required for operation of each specific classification of station is set forth in paragraphs (d), (e), and (f) of this section; subject, however, to the provisions of §§ 81.154, 81.155, and 81.156.

(d) Description of station:

	Minimum operator authorization
Public coast telegraph, all classes	T-2
Limited coast telegraph, all classes	T-3
Coast telephone, all classes, except in Alaska:	
Carrier power exceeds 250 watts	P-2
Carrier power 250 watts or less, operating on frequencies below 30 Mc/s	P-3
Carrier power 250 watts or less, operating on frequencies above 30 Mc/s	RP
Coast telephone, in Alaska:	
Carrier power exceeds 250 watts, Class I station	P-2
Carrier power exceeds 250 watts, Class II or Class III station	P-3
Carrier power 250 watts or less, all classes	RP
Marine fixed, except in Alaska	P-3
Marine fixed, in Alaska	RP
Marine utility coast	RP
Shipyard base	RP

(e) When a coast telephone station of any class is used to transmit manual telegraphy solely for identification, testing, or brief operating signals and brief traffic lists, the telegraph key shall be manipulated only by a person who holds a radiotelegraph third-class operator permit or higher class of radiotelegraph operator authorization.

(f) The minimum class of operator authorization required for operation of a marine control station is the same as the minimum required for the coast station being controlled.

(g) The operation of a marine relay station, a marine repeater station, or a marine receiver-test station is authorized to be performed by the operator of the associated coast station: *Provided*, That the activation and deactivation of the fixed station is controlled from a control point at the associated coast station.

§ 81.153 [Reserved]

§ 81.154 Limitations applicable to commercial radio operator permits.

(a) With respect to any station subject to this part which the holder of a radiotelegraph or radiotelephone third-class operator permit or restricted radiotelephone operator permit may operate, the following provisions shall apply:

(1) The holder of such a permit is prohibited from making any equipment adjustments that may result in improper transmitter operation; and

(2) The operation of the transmitter shall require only the use of simple external switching devices, excluding all manual adjustment of frequency determining elements, and the stability of the frequencies shall be maintained by the transmitter itself within the limits of tolerance specified by § 81.131 or the station license.

§ 81.155 Control by operator.

(a) When the station is used for telephony an unlicensed person may, if authorized by the station licensee, speak into a station microphone, which may be located at a dispatch point (see § 81.7 (n)): *Provided*, That such operation shall be under the direct supervision and responsibility of the operator on duty at an authorized control point (see § 81.7 (m)).

(b) When the station is used for telegraphy, transmitted manually by any type of the Morse code, the transmitting telegraph key shall, wherever its location, be manipulated only by a person who holds a radiotelegraph operator license or permit of the proper class.

§ 81.156 Adjustment of transmitting apparatus.

Notwithstanding any other provisions of this subpart, all adjustments of radio transmitting apparatus in any station subject to this part during or coincident with the installation, servicing, or maintenance of such apparatus which may affect the proper operation of such station, must be performed by or under the immediate supervision and responsibility of a person holding a first- or second-class commercial radio operator license, either radiotelegraph or radiotelephone, who shall be responsible for the proper functioning of the station equipment: *Provided, however*, That only persons holding a radiotelegraph first- or second-class operator license shall perform such functions at radiotelegraph stations transmitting by any type of the Morse code.

§ 81.157 [Reserved]

§ 81.158 Waivers of operator requirement.

(a) No radio operator authorization is required for the operation, during the course of normal rendition of service, of any shipyard mobile station.

(b) No radio operator authorization is required for the operation, during the course of normal rendition of service, of a shore radar, a shore radiolocation, a shore radiolocation training, a shore radiolocation test, or a shore radionavigation station.

§ 81.159 Posting of operator authorization.

When an operator is required for the operation of a station subject to this part, the original authorization (or FCC Form 759) of each such operator while he is employed or designated as radio operator of the station shall be posted

in a conspicuous place at an authorized control point at which the operator is stationed: *Provided, however*, That in the case of stations of a portable nature if the operator holds a valid license verification card (FCC Form 758-F) attesting to the existence of a commercial radio operator authorization, or if the operator holds a restricted radiotelephone operator permit, he may in lieu of posting have such verification card or permit in his personal possession immediately available for production upon request by a Commission representative.

2. Section 81.213 is amended by revising paragraph (a) (2) to read:

§ 81.213 Station documents.

(a) * * *

(2) The necessary operator license(s), available in accordance with the provisions of § 81.159.

3. Section 81.313 is amended by revising paragraph (a) (2) to read:

§ 81.313 Station documents.

(a) * * *

(2) The necessary operator license(s), available in accordance with the provisions of § 81.159.

4. Section 81.369 is amended by revising paragraph (a) (2) to read:

§ 81.369 Station documents.

(a) * * *

(2) The necessary operator license(s), available in accordance with the provisions of § 81.159.

5. Section 81.535 is amended by revising paragraph (b) (2) to read:

§ 81.535 Station documents.

(b) * * *

(2) The necessary operator license(s), available in accordance with the provisions of § 81.159 (this requirement is not applicable when the station is operated under the provision of § 81.158).

B. Part 83, Stations on Shipboard in the Maritime Services, is amended as follows:

1. Section 83.104 is amended by revising paragraph (a) to read:

§ 83.104 Operating controls.

(a) In each ship station subject to this part, the transmitting apparatus shall be so installed and protected that it is not accessible to, or capable of operation by, other than duly authorized persons. Operating controls shall be installed at the principal operating position of each ship station, available for immediate use by the authorized operator, capable of being used to:

(1) Commence and discontinue normal operation of the station;

(2) Change normally from each operating radiofrequency to any other associated operating radiofrequency within the same characteristic portion of the spectrum; and

(3) Change normally from transmission to reception and vice versa.

* * *

2. Subpart F (§§ 83.151-83.158) is deleted and the following new subpart F (including new §§ 83.151-83.165) is inserted to read:

Subpart F—Operator Requirements

Sec.	
83.151	Graded values of commercial radio operator authorizations.
83.152	Operator required.
83.153	Location of operator.
83.154	[Reserved]
83.155	Operator(s) required by Title III of Communications Act of 1934.
83.156	Operator(s) required by the Safety Convention.
83.157	Certified persons required by the Great Lakes Radio Agreement.
83.158	[Reserved]
83.159	Operator requirements for non-compulsory stations.
83.160	Limitations applicable to commercial radio operator permits.
83.161	Control by operator.
83.162	Adjustment of transmitting apparatus.
83.163	[Reserved]
83.164	Waivers of operator requirement.
83.165	Posting of operator authorization.

§ 83.151 Graded values of commercial radio operator authorizations.

(a) The classes of commercial radio operator authorizations are arranged in order of descending value for the purposes of this part, as follows:

- T-1, Radiotelegraph first-class operator license.
- T-2, Radiotelegraph second-class operator license.
- P-1, Radiotelephone first-class operator license.
- P-2, Radiotelephone second-class operator license.
- T-3, Radiotelegraph third-class operator permit.
- P-3, Radiotelephone third-class operator permit.
- RP, Restricted radiotelephone operator permit.

§ 83.152 Operator required.

(a) Except as otherwise provided in § 83.164, the actual operation of transmitting apparatus in any radio station in the maritime mobile or maritime radiodetermination service on board a ship of the United States shall be performed only by a person holding a commercial radio operator license or permit of the required class. The minimum class of radio operator authorization required for operation of each specific classification of station is set forth in this subpart; subject, however, to the provisions of §§ 83.160, 83.161, and 83.162.

(b) As used in this subpart, "radio officer" on a ship of the United States means a person holding at least a first- or second-class radiotelegraph operator license, as prescribed and issued by the Commission.

(c) As used in this subpart, "qualified operator," "operator," or "certified person" on a ship of the United States means a person holding a commercial radio operator license or permit of the proper class, as prescribed and issued by the Commission.

(d) Wherever in this subpart a limitation with respect to carrier power is specified, reference is to A3 emission. When the station employs A3H, A3A, A3J, or A3B emission, the specified limitation is applicable to peak envelope power.

§ 83.153 Location of operator.

When an operator is required for the operation of a station in the maritime mobile service subject to this part, such operator shall, whenever the transmitting apparatus is being operated, be on duty at the principal operating position of the station and, subject to the lawful authority of the master, shall be in charge of the station.

§ 83.154 [Reserved]

§ 83.155 Operator(s) required by Title III of Communications Act of 1934.

(a) Each passenger ship of the United States which in accordance with part II of title III of the Communications Act is equipped with a radiotelegraph station shall, for safety purposes, carry at least one radio officer holding a radiotelegraph first-class operator license, and in addition at least one radio officer holding a radiotelegraph first- or second-class operator license: *Provided*, That the holder of a radiotelegraph second-class operator license may not act as chief radio officer.

(b) Each cargo ship of the United States which in accordance with part II of title III of the Communications Act is equipped with a radiotelegraph station, which is not fitted with a radiotelegraph auto alarm in proper operating condition, shall for safety purposes carry at least two radio officers, each of whom shall hold a radiotelegraph first- or second-class operator license: *Provided*, That the holder of a radiotelegraph first- or second-class operator license may not act as chief radio officer until he has had at least six months' satisfactory service in the aggregate as a qualified radiotelegraph operator in a station on board a ship or ships of the United States.

(c) Each cargo ship of the United States which in accordance with part II of title III of the Communications Act is equipped with a radiotelegraph station, which is fitted with a radiotelegraph auto alarm in proper operating condition, shall for safety purposes carry at least one radio officer holding a radiotelegraph first- or second-class operator license, who has had at least 6 months' satisfactory service in the aggregate as a qualified radiotelegraph operator in a station on board a ship or ships of the United States.

(d) Each cargo ship of the United States which in accordance with part II of title III of the Communications Act is equipped with a radiotelephone station shall, for safety purposes, carry at least one qualified operator. Where the carrier power of the station does not exceed 250 watts, such operator shall hold a radiotelephone third-class operator permit or higher class of operator authorization. Where the carrier power of the station exceeds 250 watts, such operator

shall, as a minimum, hold a radiotelephone second-class operator license.

(e) Each vessel of the United States transporting more than six passengers for hire, which in accordance with part III of title III of the Communications Act is equipped with a radiotelephone installation, shall for safety purposes carry at least one qualified operator. Where the carrier power of the station does not exceed 250 watts, such operator shall hold a radiotelephone third-class operator permit or higher class of operator authorization. Where the carrier power of the station exceeds 250 watts, such operator shall, as a minimum, hold a radiotelephone second-class operator license.

§ 83.156 Operator(s) required by the Safety Convention.

(a) Each ship of the United States which is not subject to part II of title III of the Communications Act but which in accordance with the radio provisions of the Safety Convention is equipped with a radiotelegraph station, shall for safety purposes carry at least the number of radio officers specified in subparagraphs (1) and (2) of this paragraph:

(1) If fitted with a radiotelegraph auto alarm in proper operating condition:

(i) Each cargo ship, and each passenger ship carrying or certificated to carry 250 passengers or less, or more than 250 passengers but engaged on a voyage of less than 16 hours duration between two consecutive ports, shall carry at least one radio officer holding a radiotelegraph first- or second-class operator license, who has had at least six months' satisfactory service in the aggregate as a qualified radiotelegraph operator in a station on board a ship or ships of the United States;

(ii) Each passenger ship carrying or certificated to carry more than 250 passengers and engaged on a voyage exceeding 16 hours duration between two consecutive ports, shall carry at least two radio officers, each of whom shall hold a radiotelegraph first- or second-class operator license: *Provided*, That the holder of a radiotelegraph second-class operator license may not act as chief radio officer until he has had at least six months' satisfactory service in the aggregate as a qualified radiotelegraph operator in a station on board a ship or ships of the United States;

(2) If not fitted with a radiotelegraph auto alarm in proper operating condition:

(i) Each cargo ship shall carry at least two radio officers, each of whom shall hold a radiotelegraph first- or second-class operator license: *Provided*, That the holder of a radiotelegraph first- or second-class operator license may not act as chief radio officer until he has had at least six months' satisfactory service in the aggregate as a qualified radiotelegraph operator in a station on board a ship or ships of the United States;

(ii) Each passenger ship shall carry at least one radio officer holding a radiotelegraph first-class operator license,

PROPOSED RULE MAKING

and in addition at least one radio officer holding a radiotelegraph first- or second-class operator license: *Provided*, That the holder of a radiotelegraph second-class operator license may not act as chief radio officer.

(b) Each cargo ship of the United States which is not subject to part II of title III of the Communications Act but which in accordance with the radio provisions of the Safety Convention is equipped with a radiotelephone station, shall for safety purposes carry at least one qualified operator. Where the carrier power of the station does not exceed 250 watts, such operator shall hold a radiotelephone third-class operator permit or higher class of operator authorization. Where the carrier power of the station exceeds 250 watts, such operator shall, as a minimum, hold a radiotelephone second-class operator license.

§ 83.157 Certified persons required by the Great Lakes Radio Agreement.

(a) For the purpose of complying with Article 7, paragraph 1(a) of the Great Lakes Radio Agreement, there shall be on board each United States vessel while subject to said Agreement, as an officer or member of the crew, at least one person whose qualifications for radiotelephone operation for safety purposes on the Great Lakes have been certified. Where the carrier power of the station does not exceed 250 watts, such certified person shall hold a radiotelephone third-class operator permit or higher class operator authorization. Where the carrier power of the station exceeds 250 watts, such certified person shall, as a minimum, hold a radiotelephone second-class operator license.

(b) If the vessel is deprived of the services of the certified person referred to in paragraph (a) of this section without fault or collusion of the master, the vessel may, as a matter of temporary expediency, proceed on her voyage: *Provided*, That:

(1) The master shall exercise due diligence in an effort to obtain a qualified replacement before sailing, and failing that shall exercise due diligence to obtain a qualified replacement as soon as practicable;

(2) The qualified replacement is made at the destination on the Great Lakes of the vessel before proceeding on another voyage; and

(3) In addition to the foregoing, the master shall, within 12 hours after the time of arrival of the vessel at the destination, mail to the Secretary, Federal Communications Commission, Washington, D.C., 20554, an explanation in writing of the full particulars in the matter, including the date the master became aware of the unavailability of the certified person, the scheduled and the actual sailing time of the vessel without a certified person on board, a specific description of his efforts to secure at least one qualified replacement before sailing; and in the case of a vessel whose destination is on the Great Lakes, a statement that a qualified replacement has been or will be secured before the ship again leaves such port.

§ 83.158 [Reserved]

§ 83.159 Operator requirements for non-compulsory stations.

Description of station	Minimum operator authorization
Public ship telegraph, all T-2 categories.	
Limited ship telegraph----- T-3	
Public or Limited ship telephone, carrier power more than 250 watts.	P-2
Public or Limited ship telephone, carrier power not more than 250 watts.	P-3
Public or Limited ship telephone, carrier power not more than 100 watts.	RP
Marine utility ship----- RP	
Ship radiolocation-test, us- ing radar only.	P-2, with ship- ing radar en- dorsement.

§ 83.160 Limitations applicable to commercial radio operator permits.

(a) With respect to any station subject to this part which the holder of a radiotelegraph or radiotelephone third-class operator permit or restricted radiotelephone operator permit may operate, the following provisions shall apply:

(1) The holder of such a permit is prohibited from making any equipment adjustments that may result in improper transmitter operation; and

(2) The operation of the transmitter shall require only the use of simple external switching devices, excluding all manual adjustments of frequency determining elements, and the stability of the frequencies shall be maintained by the transmitter itself within the limits of tolerance specified by § 83.131 or the station license.

§ 83.161 Control by operator.

(a) When the station is a ship station used for telephony, the operator may, if authorized by the station licensee or the master (the latter acting in this respect as the station licensee's agent), permit an unlicensed person to speak into a station microphone: *Provided*, That the operator shall continue to exercise his control so as to ensure operation of the station in compliance with the radio law and the rules and regulations of the Commission.

(b) For the purpose of paragraph (a) of this section, any microphone, without regard to its location on board ship, may be construed to be a station microphone when it is electrically connected to the modulating system of the radiotelephone transmitting apparatus.

(c) When the station is used for telegraphy, transmitted manually by any type of the Morse code, the transmitting telegraph key shall, wherever its location, be manipulated only by a person who holds a radiotelegraph operator license or permit of the proper class.

§ 83.162 Adjustment of transmitting apparatus.

Notwithstanding any other provisions of this subpart (except § 83.164 (a)(2) and (b), which has specific applicability to ship radar stations, and to survival craft stations); all adjustments of radio transmitting apparatus in any station

subject to this part during or coincident with the installation, servicing, or maintenance of such apparatus which may affect the proper operation of such station, must be performed by or under the immediate supervision and responsibility of a person holding a first- or second-class commercial radio operator license, either radiotelegraph or radiotelephone, who shall be responsible for the proper functioning of the station equipment: *Provided, however*, That only persons holding a radiotelegraph first- or second-class operator license shall perform such functions at radiotelegraph stations transmitting by any type of the Morse code.

§ 83.163 [Reserved]

§ 83.164 Waivers of operator requirement.

(a) (1) No radio operator license is required for the operation on board ship, during the course of normal rendition of service, of a ship radar station: *Provided*, That the following conditions are met or provided for by the licensee of the station:

(i) The radar equipment shall employ as its frequency determining element a nontunable, pulse-type magnetron;

(ii) The radar equipment shall be capable of being operated during the course of normal rendition of service in accordance with the radio law and the rules and regulations of the Commission by means of exclusively external controls;

(2) All adjustments or tests during or coincident with the installation, servicing, or maintenance of the equipment while it is radiating energy must be performed by or under the immediate supervision and responsibility of a person holding a first- or second-class commercial radio operator license, radiotelephone or radiotelegraph, containing a ship-radar endorsement, who shall be responsible for the proper functioning of the equipment in accordance with the radio law and the Commission's rules and regulations and for the avoidance and prevention of harmful interference from improper transmitter external effects: *Provided, however*, That nothing in this subparagraph shall be construed to prevent persons not holding such licenses, or not holding such licenses so endorsed, from making replacements of fuses or of receiving-type tubes.

(b) No radio operator authorization is required for the operation of a survival craft station while it is being used solely for survival purposes: *Provided*, That all transmitter adjustments must be performed by or under the immediate supervision and responsibility of a person holding a first- or second-class commercial radio operator license.

§ 83.165 Posting of operator authorization.

When an operator is required for the operation of a station subject to this part, the original authorization of each such operator while he is employed or designated as radio operator of the station shall be posted in a conspicuous place at the principal location on board ship at which the station is operated:

Provided, however, That in the case of stations of a portable nature if the operator holds a valid license verification card (FCC Form 758-F) attesting to the existence of a commercial radio operator authorization, or if the operator holds a restricted radiotelephone operator permit, he may in lieu of posting have such verification card or permit in his personal possession immediately available for production upon request by a Commission representative.

C. Part 85, Public Fixed Stations and Stations of the Maritime Services in Alaska, is amended as follows:

1. Section 85.106 is amended by revising paragraph (a)(2) to read:

§ 85.106 Documents required for fixed stations.

(a) * * *

(2) The necessary operator license(s), available in accordance with § 81.159 of this chapter;

* * * * *

2. Section 85.115(b) is amended by revising the table to read:

§ 85.115 Rules in other parts applicable.

* * * * *

(b) * * *

81. 101	81. 155	81. 210
81. 102(a) (b)	81. 156	81. 211
81. 107(a)	81. 159	81. 310
81. 108	81. 171	81. 311
81. 109	81. 173	81. 501
81. 110	81. 174	81. 502
81. 111	81. 175	81. 503(a)
81. 115	81. 179(e)	81. 505
81. 116	81. 190	81. 506
81. 151	81. 191	81. 507
81. 152	81. 192	81. 551
81. 154	81. 209	81. 552

[F.R. Doc. 66-631; Filed, Jan. 19, 1966;
8:46 a.m.]

[47 CFR Parts 87, 89, 91, 93]

[Docket No. 16218; FCC-66-29]

OPERATIONAL FIXED STATIONS AND PETROLEUM RADIO SERVICE

Order Correcting the Time for Filing Comments and Reply Comments

In the matter of amendment of Parts 87, 89, 91, and 93 of the Commission's rules to permit expanded cooperative sharing of Operational Fixed stations.

Petition of the Central Committee for Communication Facilities of the American Petroleum Institute concerning cooperative use of private microwave systems in the Petroleum Radio Service.

1. On December 17, 1965, the National Mobile Radio System (NMRS), an association of radio common carriers in the Domestic Public Land Mobile Radio Service, filed a request for extension of the time for filing comments in this proceeding to March 15, 1966. Timely oppositions were filed by the National Committee for Utilities Radio (NCUR), by the Central Committee on Communication Facilities of the American Petroleum Institute (Central Committee), and by

the Special Industrial Radio Service Association. NMRS filed a timely reply to the oppositions of NCUR and of Central Committee. On December 22, 1965, a request for a 30-day extension of time was filed by the National Association of Manufacturers (NAM) Communications Committee. The NAM Communications Committee request has not been opposed.

2. NMRS requests the additional time in order to develop and present to the Commission evidence of alleged abuses of cooperative arrangements in the private land mobile radio field which allegedly "threaten to undermine the entire radio common carrier industry." NMRS discusses at length the cooperative usage of private base and mobile radio stations and its alleged effect upon the mobile radio common carriers and concludes that "there has emerged in the land mobile services a new form of communications service which has all the earmarks of the common carrier with none of its responsibilities." It argues that the Commission "should have the full story of operations of multiple users" in the land mobile field before it adopts rules which "would encourage a similar development in the area of private microwave systems" and "also confirm and encourage the continued proliferation of such multiple users in the land mobile services." NMRS finally states that it can develop facts which would aid the Commission in formulating new standards to govern the operation of "multiple" and "cooperative users."

3. NCUR argues that the NMRS request is not merely for extension of time but "a request to enlarge the scope of the proceeding to include an investigation of alleged problems members of NMRS apparently are having in the Land Mobile field", claims that this is not the proper proceeding for such an investigation, and suggests that the more proper course of action would be for NMRS to petition for a rule making proceeding dealing with the mobile service problem. It urges that the NMRS request be denied since "it contains no sound basis" for extending the time.

4. Central Committee argues that the proceedings in Docket 16218 have nothing to do with the sharing of private mobile systems, that NMRS, which represents land mobile common carriers, has no interest in the point-to-point microwave field and that this proceeding is a "grossly inappropriate vehicle" for resolving whatever problems may exist in the sharing of private land mobile systems. Central Committee also states that the relief it has sought in its petition, RM-533, involved in this proceeding, has been "vitally needed" since 1959, and argues that enlarging the proceeding to encompass a solution of whatever problems there may be in the cooperative usage of radio in the mobile field would delay conclusion of this proceeding interminably, and concludes that it would be improper for the Commission to grant the NMRS request of extension of time on the basis it is sought.

5. The NAM Communications Committee states that it has a "vital" interest in this proceeding and wishes to submit comments but that it has concentrated its efforts in another matter (the litigation concerning A.T. & T.'s TELPAK before the Court of Appeals for the District of Columbia Circuit) and that it has not had sufficient time to gather material for its comments. For this reason, it requests that the time for filing comments be extended to January 28, 1966, and for reply comments to February 28, 1966.

6. SIRSA also opposed the NMRS request on grounds similar to those urged by NCUR and Central Committee but stated that it does not oppose the request of NAM Communications Committee.

7. In its reply, NMRS restates much of the argument contained in its initial pleading and argues that it is "most relevant" to this proceeding "to consider the many disadvantages which * * * derive from such [cooperative arrangements]", that the Commission is entitled to a "list of the 'cons' as well as the 'pros' with respect to rule making proposals", and that NMRS requires a "reasonable period of time" to document the "dangers" of cooperative sharing of private radio systems.

8. The notice of proposed rule making in this proceeding was released on October 21, 1965. Longer than usual time was given for filing comments and for reply comments, December 29, 1965, and January 28, 1966, respectively. Without commenting on the merits and relevancy of the material NMRS proposes to present, we note that it makes no statement, either in its request or in its reply to oppositions, as to why its comments could not be prepared and filed during the past 2 months, nor does it show why it needs 2½ more months to prepare them. Accordingly, its request for extending the time for filing comments to March 15, 1966, must be denied. The NAM Communications Committee has not fully justified the need for 30 additional days to prepare its comments but in view of its involvement in another proceeding and other considerations associated with the current holiday season, an additional period of 30 days is reasonable.

9. *Accordingly, it is ordered*, This 12th day of January 1966, that the time for filing comments in the above-entitled proceeding is extended to January 28, 1966, and that the time for filing reply comments is extended to February 28, 1966. *It is further ordered*, That the request for extension of time filed by the NAM Communications Committee is granted and the request filed by NMRS is granted to the extent indicated herein.

Released: January 17, 1966.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-663; Filed, Jan. 19, 1966;
8:48 a.m.]

PROPOSED RULE MAKING

FEDERAL MARITIME COMMISSION

[46 CFR Part 510]

[Docket No. 66-2]

INDEPENDENT OCEAN FREIGHT FORWARDERS, OCEAN FREIGHT BROKERS, AND OCEANGOING COMMON CARRIERS

Notice of Proposed Rule Making

Notice is hereby given that pursuant to section 4 of the Administrative Procedure Act (5 U.S.C. 1503) and sections 43 and 44 of the Shipping Act, 1916 (46 U.S.C. 841a and 841b), the Federal Maritime Commission is considering the amendment of paragraph (a) of § 510.22, Title 46, CFR. The purpose of this amendment is to prescribe a procedure for allowing port wide exemptions from the operation of § 510.22(a) to carrier agents who also operate as licensed independent ocean freight forwarders. The proposed amended, paragraph (a) of § 510.22, 46 CFR, would read as follows:

§ 510.22 Oceangoing common carriers and persons shipping for own accounts.

(a) An oceangoing common carrier, or agent thereof, meeting the requirements

of section 44 and these rules, may be licensed. An oceangoing common carrier may perform freight forwarding services without a license only with respect to cargo carried under its own bill of lading, in which case charges for such forwarding services shall be assessed in accordance with published tariffs on file with the Commission. No licensee may charge or collect compensation in the event he requests the carrier or its agent to perform any of the forwarding services set forth in § 510.2(c) unless no other licensee is willing and able to perform such services; or unless the Commission has granted a port wide exemption from this rule to licensee/agents in the port of loading. Such exemptions may be granted by the Commission upon (1) application of any licensed forwarder/agent serving the port of loading, (2) publication in the *FEDERAL REGISTER* of notice of application and an opportunity for interested parties to comment and request a hearing, and (3) a finding by the Commission that an adequate supply of forwarding services is not being held out by non-agent licensees domiciled at the port of loading. Exemptions shall be reviewed annually, with notice in the *FEDERAL REGISTER*, so that the Commission

can determine whether the ground for exemption continues to exist and the exemption should continue or that the ground for the exemption no longer exists and the exemption should be terminated.

Interested persons may participate in this rulemaking proceeding by filing with the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 30 days of the publication of this notice in the *FEDERAL REGISTER*, an original and 15 copies of their views or arguments pertaining to the proposed amended rule. All suggestions for changes in the text as set out above should be accompanied by drafts of the language thought necessary to accomplish the desired change and should be supported by statements and arguments relating the proposed change to the purposes of section 44 of the Shipping Act, 1916 (46 U.S.C. 841b).

By order of the Federal Maritime Commission.

[SEAL]

THOMAS LISI,
Secretary.

[F.R. Doc. 66-655; Filed, Jan. 19, 1966;
8:48 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control IMPORTATION OF CAMEL HAIR NOILS Available Certification by the Government of the United Kingdom

Notice is hereby given that certificates of origin issued by the Customs and Excise of the Government of the United Kingdom under procedures agreed upon between that Government and the Office of Foreign Assets Control in connection with the Foreign Assets Control Regulations are now available with respect to the importation of camel hair noils into the United States directly, or on a through bill of lading, from the United Kingdom.

[SEAL] MARGARET W. SCHWARTZ,
Director,
Office of Foreign Assets Control.
[F.R. Doc. 66-676; Filed, Jan. 19, 1966;
8:48 a.m.]

Office of the Secretary
[Dept. Circ. 570, 1965 Rev. Supp. No. 16]
FIREMAN'S FUND INSURANCE CO.
AND HOME FIRE AND MARINE INSURANCE COMPANY OF CALIFORNIA

Surety on Federal Bonds

JANUARY 14, 1966.

The Certificate of Authority as an acceptable surety on Federal bonds issued by the Secretary of the Treasury under date of June 1, 1965, to the Fireman's Fund Insurance Co., San Francisco, Calif., a California corporation, under the Act of Congress approved July 30, 1947 (6 U.S.C. 6-13), is hereby terminated effective as of 12:01 a.m., January 1, 1966.

Pursuant to a Reinsurance and Reorganization Agreement, approved by the Insurance Commissioner of the State of California on December 7, 1965 and effective as of 12:01 a.m., January 1, 1966, the Home Fire and Marine Insurance Co. of California acquired certain assets and assumed all of the insurance liabilities of the Fireman's Fund Insurance Co., which withdrew from the insurance business and adopted the name The Fund American Companies. At the same time, the name of the Home Fire and Marine Insurance Co. of California was changed to Fireman's Fund Insurance Co. A copy of the Reinsurance and Reorganization Agreement is on file in the Treasury Department, Bureau of Accounts, Surety Bonds Branch, Washington, D.C., 20226.

A Certificate of Authority dated January 1, 1966 has been issued under the

above Act of Congress to the following company, replacing the Certificate dated December 23, 1965 issued to the Home Fire and Marine Insurance Company of California.

An underwriting limitation of \$16,500,000 has been established for the company. Further details as to the extent and localities with respect to which the company is acceptable as surety on Federal bonds will appear in the next revision of Department Circular 570, to be issued as of June 1, 1966. Copies of the circular, when issued, may be obtained from the Treasury Department, Bureau of Accounts, Surety Bonds Branch, Washington, D.C., 20226.

State in Which Incorporated, Name of Company and Location of Principal Executive Office

California

Fireman's Fund Insurance Co.
San Francisco, Calif.

In view of the foregoing, no action need be taken by bond-approving officers, by reason of the reorganization, with respect to any bond or other obligation in favor of the United States, or in which the United States has an interest, direct or indirect, issued on or before December 31, 1965, by the Firemen's Fund Insurance Co. or the Home Fire and Marine Insurance Co. of California, pursuant to the Certificates of Authority issued to the companies by the Secretary of the Treasury.

[SEAL] JOHN K. CARLOCK,
Fiscal Assistant Secretary.
[F.R. Doc. 66-657; Filed, Jan. 19, 1966;
8:48 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management [Fairbanks 035058]

ALASKA

Notice of Proposed Withdrawal and Reservation of Lands

JANUARY 12, 1966.

The United States Public Health Service, Department of Health, Education, and Welfare has filed an application, Ser. No. Fairbanks 035058, for withdrawal of the lands described below, from all forms of appropriation under the public lands laws, including the mining laws, mineral leasing laws, grazing laws, and disposal of material under the Materials Act of 1947, as amended. The applicant desires the land to protect the public water supply for the city of Kotzebue.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present

their views in writing to the District and Land Office Manager, Bureau of Land Management, Department of the Interior, Post Office Box 1150, Fairbanks, Alaska, 99701.

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

He will also prepare a report for consideration by the Secretary of the Interior, who will determine whether or not the lands will be withdrawn as requested by the Public Health Service.

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

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

The lands involved in the application are:

JUNE CREEK, KOTZEBUE, ALASKA

Beginning at the mouth of June Creek, where it discharges into the lagoon at approximate latitude 51°54' North and longitude 162°37' West and thence running South 88° East, three thousand and sixty (3,060) feet; thence North 40° East, one thousand five hundred and thirty (1,530) feet; thence North 28° East, three thousand and eight hundred (3,800) feet along a ridge line; thence North 40° East, three thousand four hundred and thirty (3,430) feet to a point of elevation of one hundred and twenty (120) feet; thence Easterly, two thousand and seven hundred (2,700) feet; thence North-easterly, nine hundred and fifty (950) feet to a point of elevation of one hundred and twenty (120) feet; thence North 52° East, three thousand six hundred and fifty (3,650) feet to a point of elevation of one hundred and forty (140) feet; thence South 77° East, four thousand three hundred and thirty (4,330) feet in a marshy tundra area; thence South 9° East, five thousand and eight hundred (5,800) feet; thence South 33° East, seven thousand three hundred and fifty (7,350) feet; thence South 4° East, one thousand five hundred and eighty (1,580) feet along a ridge line; thence South 32° West seven thousand nine hundred and eighty (7,980) feet; thence South 44° West, one thousand six hundred and ninety (1,690) feet to a point of elevation of one hundred and forty (140) feet; thence South 33° West, one thousand eight hundred and fifty (1,850) feet to a point of elevation of one hundred and twenty (120) feet; thence South 67° West, seven thousand nine hundred and eighty

NOTICES

(7,980) feet to a point of elevation of one hundred and thirty (130) feet; thence North 29° West, ten thousand and four hundred (10,400) feet to a point of elevation of one hundred and thirty (130) feet; thence North 65° West, three thousand and sixty (3,060) feet; thence North 30° West, one thousand three hundred and seventy (1,370) feet; thence North 7° West, three thousand six hundred and fifty (3,650) feet; thence North 24° West, one thousand eight hundred and fifty (1,850) feet; thence North 63° East, seven hundred and forty (740) feet, more or less, to the point of beginning at the mouth of June Creek.

BURTON W. SILCOCK,
State Director.

[F.R. Doc. 66-637; Filed, Jan. 19, 1966;
8:46 a.m.]

[New Mexico 0558843]

NEW MEXICO

Notice of Proposed Withdrawal and Reservation of Lands

JANUARY 12, 1966.

The Forest Service, U.S. Department of Agriculture has filed application, Ser. No. New Mexico 0558843, for the withdrawal of lands described below. The lands were conveyed to the United States pursuant to section 8 of the Taylor Grazing Act. They lie within the exterior boundaries of the Cibola National Forest. They have not been open to entry under the public land laws. The applicant desires the lands for the addition to, and the consolidation with National Forest Lands to permit more efficient administration thereof in the conservation of national resources.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, Chief, Division of Lands & Minerals Program, Management & Land Office, Post Office Box 1449, Santa Fe, N. Mex., 87501.

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

He will also prepare a report for consideration by the Secretary of the Interior who will determine whether or not the lands will be withdrawn as requested by the Forest Service.

The determination of the Secretary on the application will be published in the FEDERAL REGISTER. A separate notice will

be sent to each interested party of record.

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

The lands involved in the application are:

NEW MEXICO PRINCIPAL MERIDIAN, NEW MEXICO
T. 10 N., R. 11 W.
Sec. 4, lots 3, 4, SW $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$, S $\frac{1}{2}$;
Sec. 5, lots 1, 2, 3, 4, S $\frac{1}{2}$ N $\frac{1}{2}$ and S $\frac{1}{2}$;
Sec. 6, lots 1, 2, 3, 4, 5, 6, 7, S $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$, NW $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, and SE $\frac{1}{4}$;
Sec. 7, lots 1, 2, 3, 4, E $\frac{1}{2}$ W $\frac{1}{2}$, NE $\frac{1}{4}$, and N $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 8, N $\frac{1}{2}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, and SE $\frac{1}{4}$;
Sec. 17;
Sec. 19, lots 1, 2, 3, 4, E $\frac{1}{2}$ W $\frac{1}{2}$, and E $\frac{1}{2}$;
Sec. 20, NE $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 31, lots 1, 2, 3, 4, E $\frac{1}{2}$ W $\frac{1}{2}$, and SW $\frac{1}{4}$ SE $\frac{1}{4}$.

The area described contains 4,607.61 acres.

MICHAEL T. SOLAN,
Chief, Division of Lands and
Minerals, Program Manage-
ment and Land Office.

[F.R. Doc. 66-638; Filed, Jan. 19, 1966;
8:46 a.m.]

[Idaho 016893]

IDAHO

Notice of Proposed Withdrawal and Reservation of Lands

JANUARY 13, 1966.

The Department of Agriculture has filed an application, Ser. No. Idaho 016893, for the withdrawal of the lands described below, from all forms of appropriation under the public land laws, including the mining laws but not the mineral leasing laws nor disposals of materials under the Act of July 31, 1947 (61 Stat. 681; 30 U.S.C. 601-604), as amended. The applicant desires the land for public purposes as 17 campgrounds and one administrative site within the Bitterroot, Clearwater, and Nezperce National Forests.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal, may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, Post Office Box 2237, Boise, Idaho, 83701.

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

He will also prepare a report for consideration by the Secretary of the Interior who will determine whether or not the lands will be withdrawn as requested by the Forest Service.

terior who will determine whether or not the lands will be withdrawn as requested by the Department of Agriculture.

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

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

The lands involved in the application are:

BOISE MERIDIAN, IDAHO

BITTERROOT NATIONAL FOREST

Elkhorn Bar Campground

T. 24 N., R. 12 E., unsurveyed.

A tract of land within the unsurveyed SE $\frac{1}{4}$, sec. 1, more particularly described as: Beginning at a 2-inch iron pipe with a USDA, Forest Service, brass cap set in the ground and marked corner No. 1 located on the west side of Elkhorn Creek, from which a 24-inch diameter Douglas-fir bears 21°30' E., 34 feet distant; thence S. 67°09' E., 131 feet to a 40-inch diameter ponderosa pine on the north bank of the Salmon River and east of the mouth of Elkhorn Creek which is corner No. 2; thence S. 72°56' W., 569 feet along the north bank of the Salmon River to a $\frac{3}{4}$ " x 18" iron pin set in the ground for corner No. 3; thence N. 73°39' W., 277 feet along the north bank of the Salmon River to a $\frac{3}{4}$ " x 12" pipe set in the ground for corner No. 4; thence N. 52°09' W., 352 feet along the north bank of the Salmon River to a $\frac{3}{4}$ " x 12" iron pin set in the ground for corner No. 5; thence N. 22°21' W., 578 feet along a high bank above the Salmon River to a $\frac{3}{4}$ " x 12" iron pin set in the ground for corner No. 6; thence N. 62°41' E., 102 feet to a $\frac{3}{4}$ " x 12" iron pin set in the ground for corner No. 7 at the toe of the slope; thence S. 31°49' E., along the toe of the slope to a 12-inch diameter Douglas-fir which is corner No. 8; thence S. 41°47' E., 404 feet along the toe of slope to a $\frac{3}{4}$ " x 14" iron pin set in the ground for corner No. 9; thence S. 87°41' E., 292 feet along the toe of slope to a 26-inch diameter ponderosa pine, which is corner No. 10; thence N. 65°35' E., 273 feet to the point of beginning, corner No. 1.

Totaling 4.6 acres.

Fawn Creek Campground

T. 24 N., R. 13 E., unsurveyed.

A tract of land within the unsurveyed SW $\frac{1}{4}$, sec. 15 and SE $\frac{1}{4}$, sec. 16, more particularly described as: Beginning at a 38-inch diameter ponderosa pine tree at the toe of slope and east of Fawn Creek which is corner No. 1 from which a 38-inch diameter ponderosa pine tree bears N. 70° W., 90 feet distant and a 42-inch diameter ponderosa pine tree bears N. 16°30' W., 79 feet distant; thence S. 69°49' E., 407 feet along the toe of slope to an 8-inch diameter Douglas-fir tree which is corner No. 2; thence S. 80°30' W., 279 feet along the north bank of the Salmon River to a 20-inch diameter Douglas-fir tree which is corner No. 3; thence N. 87°14' W., 248 feet along the north bank of the Salmon River to an 18-inch diameter ponderosa pine tree which is corner No. 4; thence N. 64°05' W., 277 feet along the north bank of the Salmon River to a 46-inch diameter Douglas-fir tree which is corner No. 5 and is west of Fawn Creek and from which U.S. Coast and Geodetic Survey Monument M316-1945 bears S. 64°05' E., 90 feet distant; thence N. 77°59' E., 413 feet to a point of beginning, corner No. 1.

Totaling 2.2 acres.

Dwyer Creek Campground

T. 24 N., R. 13 E., unsurveyed.

A tract of land within the unsurveyed NE $\frac{1}{4}$, sec. 17, more particularly described as:

Beginning at a 2-inch iron pipe with a USDA, Forest Service, brass cap set in the ground and marked corner No. 1 located west of Dwyer Creek from which a 26-inch diameter ponderosa pine bears N. 15°30' W., 18 feet distant and a 28-inch diameter ponderosa pine bears S. 61°30' W., 10 feet distant; thence S. 58°58' W., 287 feet to an 28-inch diameter ponderosa pine tree which is corner No. 2 on the north bank of the Salmon River and west of the mouth of Dwyer Creek; thence N. 31°08' W., 242 feet along the north bank of the Salmon River to a 20-inch diameter ponderosa pine tree which is corner No. 3; thence S. 80°58' E., 376 feet to the point of beginning which is corner No. 1.

Totaling 0.8 acre.

Legend Creek Campground

T. 24 N., R. 14 E., unsurveyed.

A tract of land within the unsurveyed NE $\frac{1}{4}$, sec. 29, more particularly described as: Beginning at a 2-inch iron pipe with a USDA, Forest Service, brass cap set in the ground and marked corner No. 1 which is west of Legend Creek from which a 10-inch diameter ponderosa pine tree bears S. 20°30' E., 21 feet distant and a 14-inch diameter ponderosa pine tree bears S. 34°30' W., 107 feet distant; thence S. 88°29' E., 226 feet to a point on the north bank of the Salmon River and west of the mouth of Legend Creek which is corner No. 2; thence S. 44°11' W., 296 feet along the north bank of the Salmon River to a point which is corner No. 3; thence S. 72°04' W., 179 feet along the north bank of the Salmon River to a point which is corner No. 4; thence S. 72°39' W., 285 feet along the north bank of the Salmon River to a point which is corner No. 5; thence N. 89°41' E., 553 feet along the toe of slope to the point of beginning which is corner No. 1.

Totaling 1.7 acres.

Spindle Creek Campground

T. 24 N., R. 14 E., unsurveyed.

A tract of land within the unsurveyed S $\frac{1}{2}$ sec. 30, more particularly described as: Beginning at a 2-inch iron pipe with a USDA, Forest Service, brass cap set in the ground and marked corner No. 1, which is west of Spindle Creek from which a 28-inch diameter ponderosa pine tree bears N. 7° W., 84 feet distant and a 28-inch diameter ponderosa pine tree bears N. 81° E., 52 feet distant; thence S. 49°15' E., 162 feet to a point on the north bank of the Salmon River and east of the mouth of Spindle Creek which is corner No. 2; thence S. 80°18' W., 386 feet along the north bank of the Salmon River to a point which is corner No. 3; thence N. 56°22' E., 309 feet along the toe of slope to the point of beginning which is corner No. 1.

Totaling 0.6 acre.

Lucky Creek Campground

T. 24 N., R. 14 E., unsurveyed.

A tract of land within the unsurveyed SW $\frac{1}{4}$, sec. 30, more particularly described as: Beginning at an iron pipe 1 $\frac{1}{8}$ " x 36" set in the ground as corner No. 1 which is west of Lucky Creek from which a 12-inch diameter Douglas-fir tree bears N. 71° E., 62 feet distant and a 26-inch diameter ponderosa pine tree bears S. 21°30' E., 16 feet distant; thence S. 32°10' E., 187 feet to a point which is corner No. 2 on the north bank of the Salmon River and east of the mouth of Lucky Creek; thence S. 62°32' W., 141 feet along the north bank of the Salmon River to a point which is corner No. 3; thence N. 72°36' W., 140 feet along the north bank of the Salmon River to a point which is corner No. 4; thence N. 58°14' W., 158 feet along the north bank of the Salmon River to a point which is corner No. 5; thence N. 71°30' E., 309 feet along toe of slope to point of beginning which is corner No. 1.

Totaling 1.1 acres.

Corey Bar Campground

T. 25 N., R. 12 E., unsurveyed.

A tract of land within the unsurveyed NE $\frac{1}{4}$, sec. 21, more particularly described as: Beginning at a 2-inch iron pipe with a USDA, Forest Service, brass cap set in the ground and marked corner No. 1 which is east of an unnamed gulch and from which a 24-inch diameter ponderosa pine tree bears N. 85° W., 96 feet distant and a 28-inch diameter ponderosa pine tree bears S. 19° E., 138 feet distant; thence S. 23°35' E., 800 feet along the toe of slope to a point on the north bank of the Salmon River which is corner No. 2; thence N. 77°57' W., 489 feet along the north bank of the Salmon River to a point which is corner No. 3; thence N. 65°50' W., 225 feet along the north bank of the Salmon River to a point which is corner No. 4; thence N. 18°33' W., 321 feet along the north bank of the Salmon River to a point which is corner No. 5; thence N. 63°11' E., 521 feet along the toe of slope to point of beginning which is corner No. 1.

Totaling 7.2 acres.

Big Squaw Creek Campground

T. 25 N., R. 12 E., unsurveyed.

A tract of land within the unsurveyed SE $\frac{1}{4}$, sec. 27, more particularly described as: Beginning at a $\frac{3}{4}$ " x 14" iron pin set in the ground for corner No. 1 on the east side of an unnamed gulch from which a 22-inch diameter ponderosa pine tree bears N. 14° W., 52 feet distant and a rock outcrop bears S. 01° E., 117 feet distant; thence S. 26°51' W., 182 feet to a 10-inch diameter ponderosa pine tree which is corner No. 2 on the north bank of the Salmon River east of the mouth of the Salmon River east of the mouth of the unnamed gulch; thence N. 57°02' W., 176 feet along the north bank of the Salmon River to a 12-inch diameter ponderosa pine tree which is corner No. 3; thence N. 38°17' W., 436 feet along the north bank of the Salmon River to a 22-inch diameter ponderosa pine tree which is corner No. 4; thence N. 63°26' E., 116 feet to a 36-inch diameter ponderosa pine tree which is corner No. 5; thence S. 50°22' E., 514 feet along the toe of slope to point of beginning which is corner No. 1.

Totaling 2.1 acres.

Smith Gulch Campground

T. 25 N., R. 12 E., unsurveyed.

A tract of land within the unsurveyed NW $\frac{1}{4}$, sec. 27, more particularly described as: Beginning at a $\frac{3}{4}$ " x 14" iron pin set in the ground for corner No. 1 located west of Smith Gulch from which a 24-inch diameter ponderosa pine tree bears east, 38 feet distant; thence S. 03°15' E., 246 feet to a 22" diameter Douglas-fir tree on the north bank of the Salmon River and west of the mouth of Smith Gulch which is corner No. 2; thence N. 75°37' W., 282 feet along the north bank of the Salmon River to a 26-inch diameter ponderosa pine tree which is corner No. 3; thence N. 42°46' W., 272 feet along the north bank of the Salmon River to the southeast corner of a large, flat, square stone which is corner No. 4; thence S. 86°54' E., 445 feet along the toe of slope to the point of beginning which is corner No. 1.

Totaling 1.7 acres.

Observation Point Campground

T. 27 N., R. 13 E., unsurveyed.

A tract of land within the unsurveyed NE $\frac{1}{4}$, sec. 23, more particularly described as: Beginning at a flat rock marked FSM 1/X which is corner No. 1 located on the crest of a rocky slope from which a 4-inch diameter lodgepole pine tree marked M/W bears N. 65° W., 12 links distant and a 10-inch diameter lodgepole pine tree marked M/W bears S. 52° W., 73 links distant; thence N. 26° E., 343.2 feet along slope crest to flat rock marked "X" and a mound of stone

which is corner No. 2; thence N. 41°00' W., 108.9 feet to a steel pipe set in the ground which is corner No. 3; thence N. 71°00' W., 310.2 feet to a steel pipe set in the ground which is corner No. 4; thence S. 34°00' W., 653.4 feet to a steel pipe set in the ground for corner No. 5; thence S. 55°00' E., 594.0 feet to a steel pipe set in the ground for corner No. 6; thence N. 13°24' E., 402.6 feet to the point of beginning which is corner No. 1.

Totaling 7.8 acres.

Kit Carson Administrative Site

T. 27 N., R. 15 E., unsurveyed.

A tract of land within the unsurveyed SE $\frac{1}{4}$, sec. 5, sec. 6, more particularly described as: Beginning at blazed post on the north end of a cattle guard on the Nezperce Trail Road which is corner No. 1 from which the northeast corner of the Hells Half Acre bridge bears N. 80° W., 231 feet distant; thence N. 38°50' W., 906.3 feet to a point which is corner No. 2 located north of the Nezperce Trail Road; thence S. 86°32' W., 2,668.6 feet to a blazed post which is corner No. 3 from which the northwest corner of the Cayuse Creek bridge bears S. 20° W., 416 feet distant; thence S. 62°46' W., 636.3 feet to a point which is corner No. 4; thence north 1,320.5 feet to a point which is corner No. 5; thence S. 61°15' W., 1,057.4 feet to a point which is corner No. 6; thence S. 1,319.5 feet to a point which is corner No. 7; thence S. 56°33' W., 1,239.3 feet to a point which is corner No. 8; thence S. 16°21' E., 293.0 feet to a point which is corner No. 9; thence N. 74°59' E., 2,523.0 feet to a point which is corner No. 10; thence N. 77°52' E., 2,458.4 feet to a point which is corner No. 11; thence S. 84°49' E., 792.8 feet to a point which is corner No. 12; thence N. 21°19' E., 127.9 feet to the point of beginning which is corner No. 1.

Totaling 132.3 acres.

Raven Creek Campground

T. 28 N., R. 13 E., unsurveyed.

A tract of land within the unsurveyed NE $\frac{1}{4}$, sec. 13, more particularly described as: Beginning at a 1 $\frac{1}{2}$ -inch pipe with a USDA, Forest Service, brass cap marked Raven Creek Recreation Area corner No. 1 set in the ground on the west side of road No. 223 and on the east bank of the Selway River from which a 14-inch diameter Douglas-fir tree marked M/W bears N. 52°00' W., 11 links distant and a 6-inch diameter alpine fir marked M/W bears N. 69° E., 51 links distant; thence N. 68°00' E., 270.6 feet to a steel peg set in the ground which is corner No. 2; thence N. 45°00' E., 105.6 feet to a steel peg set in the ground which is corner No. 3; thence N. 12°00' E., 171.6 feet to an angle iron peg set in the ground which is corner No. 4; thence N. 41°00' W., 178.2 feet to a steel peg set in the ground which is corner No. 5; thence S. 39°00' W., 369.6 feet to an iron peg set in the ground which is corner No. 6; thence S. 4°20' W., 189.1 feet to the place of beginning which is corner No. 1.

Totaling 2.2 acres.

Indian Creek Campground

T. 28 N., R. 14 E., unsurveyed.

A tract of land within the unsurveyed SW $\frac{1}{4}$, sec. 5 and SE $\frac{1}{4}$, sec. 6, more particularly described as: Beginning at a 1 $\frac{1}{2}$ -inch pipe with a USDA, Forest Service, brass cap marked "Indian Creek Recreation Area, Corner No. 1" which is corner No. 1 from which a 16-inch diameter Douglas-fir tree marked M/W bears N. 35° W., 15 links distant, a 16-inch diameter Douglas-fir tree marked M/W bears S. 61° E., 27 links distant, 10-inch diameter Douglas-fir tree bears N. 72° E., 46 links distant and the junction of the east bank of the Selway River and the south bank of Indian Creek bears north 198 feet, thence S. 09°00' W., 481.8 feet to a steel peg set in the ground on the east bank

NOTICES

of the Selway River which is corner No. 2; thence S. 18°00' E., 281 feet to a steel peg set in the ground on the east bank of the Selway River which is corner No. 3; thence S. 01°00' W., 165 feet to a steel peg set in the ground on the east bank of the Selway River which is corner No. 4; thence S. 47°00' E., 264 feet to a steel peg set in the ground which is corner No. 5; thence N. 87°00' E., 171.6 feet to a steel peg set in the ground which is corner No. 6; thence N. 34°00' E., 356.4 feet to a steel peg set in the ground which is corner No. 7; thence N. 20°00' E., 620.4 feet to a steel peg set in the ground which is corner No. 8; thence N. 64°00' W., 554.4 feet to the NE post of the Indian Creek bridge which is corner No. 9; thence S. 71°38' W., 283.8 feet to the point of beginning which is corner No. 1.

Totaling 14.9 acres.

NEZ PERCE NATIONAL FOREST

Table Meadows Camp

T. 30 N., R. 8 E.,

Unsurveyed, but which probably will be when surveyed:
Sec. 18, NW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, and NW $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$.
Totaling 12.5 acres.

Sing Lee Camp

T. 29 N., R. 7 E.,

Unsurveyed, but which probably will be when surveyed:
Sec. 5, SW $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ E $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$, and NW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$.
Totaling 20.0 acres.

Selway Falls Camp

T. 31 N., R. 9 E.,

Unsurveyed, but which probably will be when surveyed:
Sec. 11, E $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ E $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$, and NE $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$.
Totaling 17.5 acres.

Race Creek Camp

T. 31 N., R. 9 E.,

Unsurveyed, but which probably will be when surveyed:
Sec. 12, N $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ and NE $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$.
Totaling 7.5 acres.

CLEARWATER NATIONAL FOREST

Moscow Bar Campground

T. 40 N., R. 8 E.,

Unsurveyed, but which probably will be when surveyed:
Sec. 29, SE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, E $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$, and W $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$.
Totaling 57.50 acres.

The areas described aggregate 294.2 acres in Clearwater and Idaho Counties, Idaho.

ORVAL G. HADLEY,
Manager, Land Office.

[F.R. Doc. 66-639; Filed, Jan. 19, 1966;
8:46 a.m.]

[Oregon 017506]

OREGON

Notice of Proposed Withdrawal and Reservation of Land

JANUARY 7, 1966.

The Bureau of Land Management, U.S. Department of the Interior, has filed an

application, Serial Number Oregon 017370, for the withdrawal of about 35,630 acres of public lands in the sections and townships described below from all forms of appropriation under the public land laws, including the mining laws but not the mineral leasing laws nor disposal of materials under the Act of July 31, 1947 (61 Stat. 681; 30 U.S.C. 601-604), as amended.

The applicant desires to protect the scientific, wildlife, and recreation values of the Jordan Crater Area for public purposes.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, 710 Northeast Holladay, Portland, Oreg., 97232.

The authorized officer of the Bureau of Land Management will prepare a report for consideration by the Secretary of the Interior, who will determine whether or not the lands will be withdrawn as requested by the Bureau of Land Management.

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

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

The lands involved in the application are:

OREGON

WILLAMETTE MERIDIAN

T. 27 S., R. 43 E.,
Sec. 32;
Sec. 33;
Sec. 34;
Sec. 35;
Sec. 36.
T. 28 S., R. 43 E.,
Sec. 1;
Sec. 2;
Sec. 3;
Sec. 4, Lots 1, 2, and 4, S $\frac{1}{2}$ N $\frac{1}{2}$, S $\frac{1}{2}$,
Sec. 5;
Sec. 6;
Sec. 9;
Sec. 10;
Sec. 11;
Sec. 12, W $\frac{1}{2}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 13;
Sec. 14;
Sec. 15;
Sec. 17;
Sec. 20, N $\frac{1}{2}$, W $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 21;
Sec. 22;
Sec. 23;
Sec. 24;
Sec. 25;
Sec. 26;
Sec. 27;
Sec. 28;
Sec. 29;
Sec. 32;
Sec. 33;
Sec. 34;
Sec. 35.

T. 29 S., R. 43 E.,

Sec. 1;
Sec. 2;
Sec. 3;
Sec. 4;
Sec. 5.

T. 27 S., R. 44 E.,

Sec. 31, Lots 1, 2, 3, and 4, W $\frac{1}{2}$ E $\frac{1}{2}$,
E $\frac{1}{2}$ W $\frac{1}{2}$.

T. 28 S., R. 44 E.,

Sec. 18, Lots 3 and 4, SE $\frac{1}{4}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$;

Sec. 19;

Sec. 20, S $\frac{1}{2}$ SW $\frac{1}{4}$;

Sec. 21, W $\frac{1}{2}$ SW $\frac{1}{4}$;

Sec. 26, Lots 5 and 6;

Sec. 27;

Sec. 28;

Sec. 29;

Sec. 30;

Sec. 31;

Sec. 32;

Sec. 33;

Sec. 34;

Sec. 35.

T. 29 S., R. 44 E.,

Sec. 2, Lots 1, 2, 3, and 4, S $\frac{1}{2}$ N $\frac{1}{2}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$;

Sec. 3;

Sec. 4;

Sec. 5, Lots 1, 2, 3, and 4, S $\frac{1}{2}$ N $\frac{1}{2}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$;

Sec. 6, Lots 1, 2, 3, 4, 5, 6, and 7, S $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$;

Sec. 7;

Sec. 8, S $\frac{1}{2}$ NE $\frac{1}{4}$, W $\frac{1}{2}$, SE $\frac{1}{4}$;

Sec. 9, W $\frac{1}{2}$, W $\frac{1}{2}$ SE $\frac{1}{4}$;

Sec. 16, W $\frac{1}{2}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$;

Sec. 17.

The areas described aggregate 35,629.70 acres.

DOUGLAS E. HENRIQUES,
Land Office Manager.

[F.R. Doc. 66-640; Filed, Jan. 19, 1966;
8:46 a.m.]

[Oregon 017506]

OREGON

Notice of Proposed Withdrawal and Reservation of Land

JANUARY 11, 1966.

The Forest Service, U.S. Department of Agriculture, has filed an application, Serial Number Oregon 017506, for the withdrawal of the lands described below from all forms of appropriation under the mining laws (Chapter 2, 30 U.S.C.) but not from leasing under the mineral leasing laws.

The applicant desires to use and protect an experimental seed-production area.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, 710 Northeast Holladay, Portland, Oreg., 97232.

The authorized officer of the Bureau of Land Management will undertake such investigations as are necessary to determine the existing and potential demand for the lands and their resources. He will also undertake negotiations with

the applicant agency with the view of adjusting the application to reduce the area to the minimum essential to meet the applicant's needs, to provide for the maximum concurrent utilization of the lands for purposes other than the applicant's, to eliminate lands needed for purposes more essential than the applicant's, and to reach agreement on the concurrent management of the lands and their resources.

He will also prepare a report for consideration by the Secretary of the Interior who will determine whether or not the lands will be withdrawn as requested by the Forest Service.

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

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

The lands involved in the application are:

OREGON

WILLAMETTE MERIDIAN

WHITMAN NATIONAL FOREST

Experimental Seed-Production Area

T. 8 S., R. 37 E.,
Sec. 30, N $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$,
SW $\frac{1}{4}$ SE $\frac{1}{4}$.

The area described contains 70 acres.

DOUGLAS E. HENRIQUES,
Land Office Manager.

[F.R. Doc. 66-650; Filed, Jan. 19, 1966;
8:47 a.m.]

**MONTANA COOPERATIVE STATE
GRAZING DISTRICTS**

Notice of Receipt Time for Applications for Grazing License or Permit

Special rule No. 2 (43 CFR 4110.0-5) was approved by the Director on September 18, 1959 (F.R. Doc. 59-7815) and amended on January 27, 1960 (F.R. Doc. 60-828). Paragraph (k)(2) reads in part: "No lands shall be considered as dependent by use unless offered as base property in an application to the Bureau of Land Management for a grazing license or permit within one year from a date to be established by the State Supervisor [now State Director] in each grazing district or unit thereof."

Notice is hereby given that said applications must be received within one year from the date of publication of this notice in the *FEDERAL REGISTER*. This notice applies to the following Montana Cooperative State Grazing Districts:

M-1 Federal Grazing District—Malta

Badlands.	North Phillips.
Buggy Creek.	North Valley.
Cherry Ridge.	South Phillips.
Coal Creek.	Wayne Creek.
Lohman.	Willow Creek.
North Fork.	

*M-2 and M-3 Federal Grazing Districts—
Miles City*

C & B.	Prairie County.
East Custer.	Red Buttes.
<i>M-6 Federal Grazing District—Lewistown</i>	
Chain Buttes.	Kilby Butte.
Crooked Creek.	Pole Creek.
Devil's Basin.	Weede.
Flatwillow.	Williams Coulee.
Grass Range.	Winnett.
Indian Butte.	

HAROLD TYSK,
State Director.

[F.R. Doc. 66-651; Filed, Jan. 19, 1966;
8:48 a.m.]

Fish and Wildlife Service

[Docket No. C-231]

ROBERT D. McKEAN

Notice of Loan Application

Robert D. McKean, 2056 Encinal Avenue, Alameda, Calif., has applied for a loan from the Fisheries Loan Fund to aid in financing the purchase of a used 42.5 foot registered length wood trolling vessel to engage in the fishery for salmon and albacore.

Notice is hereby given pursuant to the provisions of Public Law 89-85 and Fisheries Loan Fund Procedures (50 CFR Part 250, as revised Aug. 11, 1965) that the above entitled application is being considered by the Bureau of Commercial Fisheries, Fish and Wildlife Service, Department of the Interior, Washington, D.C., 20240. Any person desiring to submit evidence that the contemplated operation of such vessel will cause economic hardship or injury to efficient vessel operators already operating in that fishery must submit such evidence in writing to the Director, Bureau of Commercial Fisheries, within 30 days from the date of publication of this notice. If such evidence is received it will be evaluated along with such other evidence as may be available before making a determination that the contemplated operation of the vessel will or will not cause such economic injury or hardship.

DONALD L. MCKERNAN,
*Director,
Bureau of Commercial Fisheries.*

JANUARY 17, 1966.

[F.R. Doc. 66-617; Filed, Jan. 19, 1966;
8:45 a.m.]

[Docket No. Sub-B-47]

HERCULES FISHING PRODUCTS, INC.

Notice of Hearing

Hercules Fishing Products, Inc., 37 Laurel Street, Fairhaven, Mass., has applied for a fishing vessel construction differential subsidy to aid in the construction of a 88-foot overall wood vessel to engage in the fishery for scallops, groundfish, flounder, swordfish, and lobsters.

Notice is hereby given pursuant to the provisions of the United States Fishing Fleet Improvement Act (P.L. 88-498) and Notice and Hearing on Subsidies (50 CFR Part 257) that a hearing in the above-entitled proceedings will be held February 24, 1966, at 10 a.m., e.s.t., in Room 3356, Interior Bldg., 18th and C Streets, N.W., Washington, D.C. Any person desiring to intervene must file a petition of intervention with the Director, Bureau of Commercial Fisheries, as prescribed in 50 CFR Part 257, at least 10 days prior to the date set for the hearing. If such petition of intervention is granted, the place of the hearing may be changed to a field location. Telegraphic notice will be given to the parties in the event of such a change, along with the new location.

DONALD L. MCKERNAN,
*Director,
Bureau of Commercial Fisheries.*

JANUARY 17, 1966.

[F.R. Doc. 66-645; Filed, Jan. 19, 1966;
8:47 a.m.]

National Park Service

[Order 33]

**CHIEFS, DESIGN AND CONSTRUCTION
FIELD OFFICES**

**Delegation of Authority Concerning
Construction Contracting Activities**

SECTION 1. The Chiefs, Design and Construction Field Offices, under the Assistant Director, Design and Construction are hereby authorized to exercise the construction activities of the Service within the areas respectively served by their offices. In exercising these activities the Chiefs, Design and Construction Field Offices may enter and administer the required contracts, and their staffs may directly prosecute the construction contracting program.

SEC. 2. Limitations; exercise of authority: Authority to enter construction contracts granted by section 1 of this order shall be limited to contracts not to exceed \$200,000. Contracts are to be entered into subject to the provisions of applicable rules and regulations and after determination that funds are available and will be reserved to meet the contractual obligation being entered into. Authorizations for change orders and extra work orders are subject to the same requirements and limitations.

SEC. 3. Redelegation: Any Chief, Design and Construction Field Office, may redelegate all or part of his construction contracting authority to the staff officials of the Design and Construction Field Office who have direct responsibility for the construction contract program within the area served by the Office. (245 DM1, 28 F.R. 915; 5 U.S.C. sec. 22; sec. 2 of Reorganization Plan No. 3 of 1950)

Dated: January 12, 1966.

A. CLARK STRATTON,
Acting Director.

[F.R. Doc. 66-641; Filed, Jan. 19, 1966;
8:46 a.m.]

DEPARTMENT OF COMMERCE

Maritime Administration

[Amtd. No. 2]

CHIEF, OFFICE OF GOVERNMENT
AID

Delegation of Authority

Effective as of the date hereof, the Re-delegation of Authority from the Maritime Administrator to the Chief, Office of Government Aid, contained in F.R. Doc. 63-3241 (28 F.R. 3059, March 28, 1963), is hereby amended as follows:

1. Amend section 2.16 to read as set forth below:

2.16 Authority to approve all actions, including recommendations, correspondence, or legal documents pertaining to Title XI loan and/or mortgage insurance matters, except the following actions which shall be reserved to the Maritime Administrator: approvals of insurance for other than holders of Operating-Differential Subsidy Agreements, all denials of insurance, declarations of default due to non-payment of principal and/or interest and/or insurance premiums, release of ships involving waivers of default, deferments and advances of payments, changes of mortgagor, and the establishment of new or revised policies and regulations under the program.

2. Add a new authority as section 2.21 following section 2.20 to read as follows:

2.21 Authority to find and determine that an Operator's failure to meet minimum sailing requirements was due to causes beyond the Operator's control within the meaning of Article II-2 of the Operating-Differential Subsidy Agreement.

Dated: January 17, 1966.

NICHOLAS JOHNSON,
Maritime Administrator.

[F.R. Doc. 66-668; Filed, Jan. 19, 1966;
8:48 a.m.]

Bureau of International Commerce

[Case No. 350]

MAXIMILIAN KLEMENTZ

Order Denying Export Privileges

On October 18, 1965, the respondent, Maximilian Klementz, Moenckebergstrasse 17, 2000 Hamburg 1, Federal Republic of Germany, was charged by the Director of the Investigations Division, Office of Export Control, Bureau of International Commerce, U.S. Department of Commerce, with violations of the Export Control Act and regulations thereunder. Prior to the issuance of the charging letter, an Order Temporarily Denying Export Privileges for 45 days was entered against the respondent on August 9, 1965 (30 F.R. 10166), and this was extended on September 22, 1965, until the completion of administrative compliance proceedings (30 F.R. 12304).

In brief, the charging letter alleges that on November 19, 1963, an order de-

nying export privileges for an indefinite period was entered against Deutranex G.m.b.H., and its manager, Juergen Stau; that respondent in writing was notified that such order had been entered and that under the U.S. Export Regulations it was unlawful to deal with a person denied U.S. export privileges without specific authorization from the Office of Export Control; that thereafter from January 9, 1964, to April 15, 1965, the respondent without specific authorization from the Office of Export Control sold to Deutranex quantities of electronic equipment of U.S. origin having a total value of approximately \$66,000.

The respondent filed an answer in which he did not deny the allegations in the charging letter. He alleged that he exercised all the care incumbent on a prudent businessman and satisfied himself that the West Germany economic authorities had found no violations by Deutranex of any legislation concerning foreign trade and that he (Klementz) relied on this finding. The respondent did not request an oral hearing. An informal hearing was held before the Compliance Commissioner on December 21, 1965, at which time evidence in support of the charges was presented on behalf of the Investigations Division.

The Compliance Commissioner has considered the pleadings and evidence and has submitted to the undersigned his written report which includes findings of fact, findings that violations have occurred, and has recommended that remedial action as hereinafter provided be taken against the respondent. The Compliance Commissioner has also submitted the record in the case, consisting of the charging letter, answer, and the exhibits.

After reviewing and considering the record in the cases, I hereby make the following:

Findings of fact. 1. The respondent, Maximilian Klementz, is a dealer in electronic equipment. He operates under his own name and has a place of business in Hamburg, West Germany. He has traded in U.S.-origin commodities, some of which he purchased from suppliers in West Germany and others which he imported directly from manufacturers of suppliers in the United States.

2. The firm Deutranex, G.m.b.H., also of Hamburg, West Germany, was a regular customer of the respondent before and after November 19, 1963.

3. On November 19, 1963, the Bureau of International Commerce issued an order pursuant to § 382.15 of the U.S. Export Regulations against Deutranex, G.m.b.H. and its manager, Juergen Stau, denying export privileges for an indefinite period for their failure to furnish responsive answers to interrogatories and to produce certain records and documents which were requested. The denial order was duly served on Deutranex and Stau and was published in the FEDERAL REGISTER on November 22, 1963 (28 F.R. 12370).

4. The denial order against Deutranex and Stau provided, in part, that no person, firm or corporation in the United

States or elsewhere, without prior disclosure to and specific authorization from the Bureau of International Commerce, should sell or deliver to a denied party any commodity exported from the United States.

5. By letter dated January 9, 1964, the respondent was notified by an official representative of the U.S. Government that Deutranex and Stau had been denied all U.S. export privileges for an indefinite period. The said letter pointed out that under § 381.10 of the U.S. Export Regulations it was unlawful for any person, without specific authorization from the Office of Export Control, to sell or deliver to a denied party any commodity exported from the United States.

6. Notwithstanding the notification of January 9, 1964, the respondent after said date, without prior disclosure to or specific authorization from the Office of Export Control, Bureau of International Commerce, sold and delivered to Deutranex substantial quantities of electronic equipment of U.S. origin. From January 20, 1964, to April 15, 1965, the respondent under at least 51 invoices sold and delivered to Deutranex U.S.-origin electronic equipment, accessories, and parts having a total value of at least \$60,000.

From the foregoing, I have concluded that the respondent violated §§ 381.4, 381.6, and 381.10 of the U.S. Export Regulations in that: (1) He sold and disposed of commodities exported from the United States with knowledge that such transactions violated the Export Regulations and an order issued thereunder; (2) without obtaining specific authorization from the Office of Export Control, he knowingly disposed of U.S.-origin commodities to a party in violation of provisions of the Export Regulations and an order issued thereunder; and (3) without prior disclosure of the facts to and specific authorization from the Office of Export Control, and with knowledge that another party was subject to an order denying U.S. export privileges, he sold and delivered U.S.-origin commodities to said other party.

In commenting on the defenses raised by respondent the Compliance Commissioner said:

The respondent's principal argument in defense of the charges is that he had satisfied himself that the West German economic authorities, after investigation, had found no violations of foreign trade regulations by Deutranex. The West German authorities, as above noted, had made no investigation of Deutranex's activities to determine whether it was complying with U.S. Export Regulations. The investigation by those authorities was confined to Deutranex's compliance with German export control regulations. On January 9, 1964, respondent was informed by an official of the U.S. Government in clear and unmistakable language that Deutranex was subject to an order denying U.S. export privileges and that it was unlawful to deal in U.S. goods with a denied party. Notwithstanding this explicit information and warning, the respondent continued to sell U.S.-origin goods to the denied party.

The respondent's contention that it continued to do business with Deutranex because that firm told him, in effect, that it

was not subject to restrictions on U.S. export privileges can be dismissed with brief comment. It was utterly unreasonable and contrary to commonsense for the respondent to accept as true this statement from Deutranex in the light of the information that he had received concerning that firm from an official representative of the U.S. Government.

Concerning the sanction that should be imposed, the Compliance Commissioner said:

The respondent's frequent and continued sales of U.S.-origin commodities to a party who he knew was subject to a denial order resulted in substantial quantities of U.S. electronic equipment coming into the possession and control of an unauthorized party. The respondent's flagrant disregard of the U.S. Export Regulations requires a severe sanction. I recommend that he be denied U.S. export privileges for the duration of export controls. I would not entertain an application for modification of such order if made within five years of its entry. If, after 5 years, the respondent is able to demonstrate that he has complied with the terms of the order and discloses such details of his import and export transactions as may be necessary to determine such compliance, consideration can be given to such application in the light of conditions and policies existing at that time.

Now, after considering the report and recommendation of the Compliance Commissioner and being of the opinion that his recommendation as to the sanction that should be imposed is fair and just, and necessary to achieve effective enforcement of the law:

It is hereby ordered,

I. The restrictions of the Order Temporarily Denying Export Privileges which was entered against the respondent on August 9, 1965 (30 F.R. 10166), and extended on September 22, 1965 (30 F.R. 12304), are hereby continued in full force and effect.

II. So long as export controls are in effect the respondent hereby is denied all privileges of participating, directly or indirectly, in any manner or capacity, in any transaction involving commodities or technical data exported from the United States in whole or in part, or to be exported, or which are otherwise subject to the Export Regulations. Without limitation of the generality of the foregoing, participation prohibited in any such transaction either in the United States or abroad shall include participation: (a) As a party or as a representative of a party to any validated export license application; (b) in the preparation or filing of any export license application or reexportation authorization, or document to be submitted therewith; (c) in the obtaining or using of any validated or general export license or other export control documents; (d) in the carrying on of negotiations with respect to, or in the receiving, ordering, buying, selling, delivering, storing, using, or disposing of any commodities or technical data; (e) in the financing, forwarding, transporting, or other servicing of such commodities or technical data.

III. Such denial of export privileges shall extend not only to the respondent, but also to his agents, employees, representatives, and partners, and to any person, firm, corporation, or other busi-

ness organization with which he now or hereafter may be related by affiliation, ownership, control, position of responsibility, or other connection in the conduct of trade or services connected therewith.

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

Dated: January 10, 1966.

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

[F.R. Doc. 66-493; Filed, Jan. 19, 1966;
8:45 a.m.]

[Case No. 352]

KOENIG & CO., S.P.R.L.

Consent Probation Order for Export Control Act Violations

By charging letter dated August 5, 1965, the respondent, Koenig & Co., S.p.r.L., Meir 26, Antwerp, Belgium, was charged by the Director, Investigations Division, Office of Export Control, Bureau of International Commerce, with violations of the U.S. Export Control Act and regulations thereunder. The respondent was served with the charging letter, and it appeared in the proceedings and was represented by counsel. Pursuant to the provisions of § 382.10 of the Export Regulations, with agreement of the Director of the Investigation Division, the respondent, through its attorney, submitted to the Compliance Commissioner a proposal for the issuance of a consent order substantially in the form hereinafter set forth. In said consent proposal the respondent admitted the jurisdiction of the forum and did not contest the charges alleged in the charging letter. It waived all right to an oral hearing before the Compliance Commissioner, and consented to the issuance of an order. It also waived all

right of administrative appeal from, and judicial review of, such order.

The Compliance Commissioner has reviewed the facts in the case and the respondent's proposal. He has approved the proposal and has recommended that it be accepted.

Having considered the Compliance Commissioner's report and the consent proposal, I hereby make the following:

Findings of fact. 1. The respondent Koenig & Co., S.p.r.L. is a limited liability partnership with a place of business in Antwerp, Belgium. The firm is engaged in the import-export business, and among other things, it is engaged in trading in industrial chemicals.

2. Sometime prior to September 1963 the respondent received an order from a State Trading Agency in the U.S.S.R. for 10 tons of propionic acid. To fill this order, the respondent ordered a similar quantity of this material from a supplier of chemicals in Hamburg, West Germany. The Hamburg supplier in turn, to fill the respondent's order, purchased 52 drums of propionic acid having a total net weight of 21,840 pounds from a supplier of chemicals of New York, N.Y. The New York supplier shipped the material from New York on September 27, 1963, to Antwerp, Belgium.

3. On October 14, 1963, the Hamburg supplier of the material notified the respondent that 10 tons of propionic acid had been shipped from New York on September 27, and had arrived in Antwerp. The Hamburg supplier also transmitted to respondent an invoice in the amount of \$4,111.24 for the material, which had a net weight of 21,840 pounds. The invoice stated that the country of origin was U.S.A. The Hamburg supplier also transmitted the original ocean bill of lading covering carriage of the goods from New York to Antwerp.

4. The aforesaid bill of lading bore on its face a destination control statement reading as follows:

United States law prohibits disposition of these commodities to the Soviet Bloc, Communist China, North Korea, Macao, Hong Kong, or Communist controlled areas of Viet Nam and Laos or Cuba, unless otherwise authorized by the United States.

5. After the goods arrived in Antwerp, the respondent caused them to be transported from Antwerp to Rotterdam.

6. At all times here material in order to export propionic acid from the United States to the USSR or to reexport U.S.-origin propionic acid from a foreign country to the USSR, it was necessary to obtain authorization for such exportation or reexportation from the U.S. Department of Commerce.

7. Notwithstanding the destination control statement on the bill of lading (referred to in Finding No. 4) giving notice of the restrictions under the U.S. law regarding disposition of the shipment in question to proscribed destinations, respondent on or about December 13, 1963, without requesting or obtaining from the U.S. Department of Commerce authorization to reexport the said shipment, sold and transshipped the entire shipment from Rotterdam to its customer in the USSR.

NOTICES

Based on the foregoing, I have concluded that the respondent in violation of § 381.6 of the U.S. Export Regulations, without specific authorization from the U.S. Department of Commerce, knowingly reexported and transshipped U.S.-origin commodities from Rotterdam to the USSR contrary to the terms and provisions of an export control document and contrary to the notification of prohibition against such action.

On consideration of the record in the case, including factors which warrant acceptance of the consent proposal, I do hereby accept the consent proposal.

Accordingly, it is hereby ordered,

I. For a period of 2 years from the effective date of this order the respondent is placed on probation on condition that it does not knowingly violate the Export Control Act of 1949, as amended, or any regulation or order issued thereunder. While the respondent is on probation it shall be permitted all export privileges as though this order had not been entered. If the respondent does not violate the condition of probation, this order without further action shall terminate at the expiration of 2 years from its effective date.

II. In the event that, after investigation, it is found by the Director, Office of Export Control, or such other official as may at that time be exercising his duties, that the respondent has failed during the 2-year period of probation, to comply in any respect with the condition set forth in Part I hereof, such official may summarily and without notice to the respondent enter and publish an order against the respondent which in substance shall provide as follows:

(a) Revoke all outstanding validated export licenses to which respondent is a party.

(b) For a period up to 2 years deny to the respondent and all persons and firms related to it, all privileges of participating directly or indirectly in any manner or capacity in any exportation of any commodity or technical data from the United States to any foreign destination including Canada. Without limitation of the generality of this provision, participation in any exportation is deemed to include and prohibit participation by the respondent or any related party, directly or indirectly, in any manner or capacity in the conduct of trade (1) as a party or as a representative of a party to any validated export license application, or documents to be submitted therewith, (2) in the preparation or filing of any export license application or of any documents to be submitted therewith, (3) in the obtaining or using of any validated or general export license or other export control documents, (4) in the receiving, ordering, buying, selling, using or disposing in any foreign country of any commodities or technical data, in whole or in part, exported or to be exported, from the United States, and (5) in storing, financing, forwarding, transporting, or other servicing of such exports from the United States.

(c) No person, firm, corporation, partnership, or other business organization,

whether in the United States or elsewhere, without prior disclosure to and specific authorization from the Bureau of International Commerce, shall do any of the following acts, directly or indirectly, in any manner or capacity, on behalf of or in any association with the respondent or any related party, or whereby the respondent or any related party may obtain any benefits therefrom or have any interest or participation therein, directly or indirectly: (1) Apply for, obtain, transfer, or use any license, Shipper's Export Declaration, bill of lading, or other export control documents relating to any exportation, re-exportation, transshipment, or diversion of any commodity or technical data exported or to be exported from the United States, by, to, or for the respondent or any related party denied export privileges; or (2) order, buy, receive, use, sell, deliver, store, dispose of, forward, transport, finance, or otherwise service or participate in any exportation, re-exportation, transshipment, or diversion of any commodity or technical data exported or to be exported from the United States.

(d) The entry of an order under this Part shall not limit the Bureau of International Commerce from taking other action based on the violation for which probation was revoked as said Bureau shall deem warranted.

This order shall become effective on January 20, 1966.

Dated: January 10, 1966.

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

[F.R. Doc. 66-494; Filed, Jan. 19, 1966;
8:45 a.m.]

Office of the Secretary
[Dept. Order 2-B; Amdt. 1]

ENVIRONMENTAL SCIENCE SERVICES
ADMINISTRATION

Organization and Assignment of
Functions

JANUARY 10, 1966.

The following material amends the material appearing at 30 F.R. 13100-13103 of October 14, 1965.

Department Order 2-B, effective October 1, 1965, is hereby amended as follows:

Section 8. General Staff Offices, paragraph .03 and subparagraphs .03b. and .03e. are amended to read:

.03 The Office of Administration provides a full range of service, advice and guidance in administrative management matters throughout the Administration, including the development and application of policies, standards and procedures pertaining thereto and the exercise of functional management over the performance of administrative management functions performed elsewhere in ESSA.

b. The Budget and Finance Division provides staff assistance in formulating

and executing the Administration's budget; provides financial services, develops and coordinates information necessary to formulate and execute the budget; and maintains and processes records and accounts reflecting fund status, payment obligations and program expenditures.

e. The Personnel Division provides personnel management services throughout the Administration by conducting recruitment, employment, classification and compensation, employee relations, labor relations, incentive awards, and career development activities for civil service and commissioned personnel.

Effective date. January 10, 1966.

DAVID R. BALDWIN,
Assistant Secretary for
Administration.

[F.R. Doc. 66-621; Filed, Jan. 19, 1966;
8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 16606]

OZARK AIR LINES, INC.

Route Realignment Investigation;
Notice of Prehearing Conference

Notice is hereby given that a prehearing conference in the above-entitled matter is assigned to be held on February 8, 1966, at 10 a.m., e.s.t., in Room 726, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner Leslie G. Donahue.

In order to facilitate the conduct of the conference, interested parties are instructed to submit on or before January 27, 1966, (1) proposed statements of issues, (2) proposed stipulations, (3) requests for information, (4) statements of positions of parties, and (5) proposed procedural dates.

The written submissions called for by this notice shall be made to the Examiner, with copies served on interested parties, but shall not be filed with the Docket Section. If any motions are filed with respect to this case, they shall be filed with the Docket Section in accordance with the Board's Rules of Practice in Economic Proceedings and copies thereof shall be served on the parties and the Examiner.

Dated at Washington, D.C., January 14, 1966.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F.R. Doc. 66-653; Filed, Jan. 19, 1966;
8:48 a.m.]

[Docket No. 16862; Order E-23120]

INTERNATIONAL AIR TRANSPORT
ASSOCIATION

Order To Show Cause

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 13th day of January 1966.

Agreements among the members of the International Air Transport Association pertaining to the establishment and operation of the Association and its Traffic Conferences; Docket 16862, Agreements CAB 389, 1046, 1175.

The Board has previously approved under section 412 of the Federal Aviation Act of 1958, as amended, certain basic agreements among the members of the International Air Transport Association relating to the establishment and operation of the trade organization. Such agreements consist of the Articles of Association (Articles) of IATA and a resolution entitled The Provisions for the Regulation and Conduct of the Traffic Conferences (Provisions).¹ In acting on these agreements, as amended, the Board made its approval thereof subject to various conditions which, in part, were designed to provide the Board with information necessary to the discharge of its regulatory functions and responsibilities.

Since 1963 increasing attention has been given to the question of IATA documentation and procedural matters pertaining to IATA conference deliberations. Such attention essentially has had as its objectives the procurement of additional information considered necessary to the Board's decisional processes, the completion by the Board of action on IATA resolutions within a reasonable period of time after their filing under section 412 of the Act, and the improvement of communication between IATA and the public, e.g., with agents, indirect air carriers and consumers. Such matters, among other things, have been the subject of communications from the Board's staff to the U.S. members of IATA, the last of which was dated September 3, 1965. At that time the staff noted the possible desirability of formalizing the procedures through amendments to orders approving the traffic conference machinery.

The Board has concluded that its approval of the Articles and Provisions should be amended to update the conditions thereto, which now appear in various orders. And the Board has decided tentatively that the revised conditions should be as shown in the appendices hereto. The problem of obtaining adequate information on IATA actions is an ever present one from the standpoint of the Board. By the same token, the Board recognizes that its need for data may, in some instances, present special or unforeseen difficulties to the U.S. members of IATA. It appears appropriate, then, for the reasons set forth herein, that the matter be considered afresh in its entirety. Again, our purpose is to further the objectives mentioned above.²

¹ As concerns the Articles, see Order 3728, June 5, 1945, Agreement CAB 389 and Order E-849, Oct. 2, 1947, Agreement CAB 1046. With respect to the Provisions, note particularly Order 4525, Feb. 19, 1946, Agreement CAB 493 (6 CAB 639); and Orders E-9305, June 15, 1955; E-10992, Jan. 31, 1957; and E-11160, Mar. 25, 1957 (Agreement CAB 1175, as amended).

² As provision is made hereinafter for the filing of responses, petitions for reconsideration of this order will not be entertained.

The proposed conditions to our approval of the Articles, as set forth in Appendix A,³ will provide the Board with more information, and on a greater range of activities of IATA, than at present. Thus, among other things, the Board would be better able to understand the role and influence of the general membership, the Executive Committee, the Traffic Advisory Committee and the Legal Committee in the affairs of the Association, particularly with respect to activities bearing on fares or ratemaking in the conferences. In this connection, the Board also desires information, other than that contained in the Articles of Association, relative to the manner and means by which the IATA members, acting at annual general meetings, nominate and elect airline officials to the Executive Committee. Such committee undoubtedly plays a significant part in IATA affairs and its membership presumably should include a representative cross section of IATA members. We are uncertain as to how this has been accomplished over the years. The Board, therefore, wishes to be advised of the basic factors and criteria which determine the airlines whose representatives are seated on the committee. Such information, which the Board desires in response to the instant order, should also include, for each calendar year beginning with 1950, the names of the airlines having representatives on the Executive Committee.

We turn now to the conditions, set forth in Appendix B,⁴ which we propose to attach to our continued approval of the Provisions.

The Board currently receives from IATA such traffic conference documents as agendas and minutes of conference meetings and analyses of resolutions adopted. It appears desirable to expand and clarify the nature and scope of the required documents, bearing in mind that the Board's ability to dispose expeditiously of conference resolutions is contingent upon the carriers' prompt submission of needed documents, including economic, statistical and policy information in support of resolutions adopted at conference meetings. It should also be noted that the Board, because of continuing difficulties, has added a separate condition which will require that resolutions adopted by mail vote be supported by information similar to that required for those resulting from conference meetings.

The Board has also included a condition which will permit a government to secure, through its carriers, consideration at conference meetings of matters which would otherwise be excluded from the conference agenda because they were not submitted prior to the closing of the agenda, i.e., 40 days prior to the date of the conference meeting. This will give needed flexibility to the agenda rules in special or emergency circumstances.

Another problem which continues to exist involves the lack of adequate communication between IATA and persons whose interests are affected, often sig-

nificantly, by resolutions adopted by the members. Thus, despite the regular issuance of routine notices of agreements received by the Board and the publicity attendant to the Board's decisional processes, it is clear that passenger and cargo sales agents, air freight forwarders, shippers, and others are often only belatedly aware of IATA resolutions which are of concern to them. The Board believes, however, that because of the increasing complexity of IATA's actions and the far reaching implications of many resolutions, IATA and U.S. flag carriers must bear a greater responsibility in the future than they have in the past, for providing information to persons who express an interest in being informed on such matters. Because of our concern with this problem, the idea of a subscription service was presented for consideration at the Ottawa intergovernmental conference on IATA matters in 1963. It was found acceptable by the 20 or more governments represented. However, there is an apparent reluctance on the carriers' part to implement the Ottawa conclusion. We are not aware that the membership has given any serious consideration to this matter. In the furtherance of this objective, in which the Board earlier expressed an interest, the Board proposes that its approval of the Provisions be subject to a condition requiring the establishment of procedures under which interested persons can, upon payment of a reasonable fee, obtain copies of IATA resolutions.

It should be noted that, in addition to the new conditions discussed above, Appendices A and B also list the existing conditions to the Board's approval of the Articles and Provisions. Each condition listed in the appendices is identified in terms of whether it is a proposed or existing requirement.

In view of the foregoing, the Board tentatively finds that the public interest requires that continued approval of the Articles and Provisions be made subject to the conditions set forth in Appendices A and B hereto. However, before acting further in the matter, the Board will afford interested persons an opportunity to submit comments on any or all of the conditions.

Accordingly, it is ordered,

1. That air carrier members of IATA and other interested persons may, within 30 days of the date of service of this order, file comments in support of or in opposition to the adoption by the Board of the conditions to its approval of the Articles and Provisions as proposed herein; such comments should be submitted in triplicate to the Board's Docket Section; and
2. That any objections to the tentative findings and conclusions herein which are not made within the 30-day period specified shall be deemed waived.

This order shall be published in the **FEDERAL REGISTER**.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 66-654; Filed, Jan. 19, 1966;
8:48 a.m.]

DELAWARE RIVER BASIN COMMISSION

WATER RESOURCES PROGRAM AND COMMISSION'S COMPREHENSIVE PLAN

Notice of Public Hearing

Notice is hereby given that the Delaware River Basin Commission will hold a public hearing on January 26, 1966. The hearing will take place in Room 1306 of the State Office Building in Philadelphia, Pa., beginning at 2 p.m. The hearing will be on the following subjects:

1. A draft of the Commission's third annual Water Resources Program which was released for public review on November 9, 1965. Dam and reservoir units Nos. 8, 18, and 19 of the Assunpink Creek Watershed project have been added to the A list of the Water Resources Program subsequent to its release on November 9. The purpose of the Program, and the requirement of its annual adoption by the Commission, are specified in § 13.2 of the Delaware Basin Compact.

2. A proposal to amend section VI of the Commission's Comprehensive Plan with respect to the Hackettstown dam and reservoir in Warren County, N.J. It is proposed that:

(a) Recreation, water supply and other project purposes be rescheduled for development to begin in 1976;

(b) Dam and reservoir pool elevations be revised;

(c) The description of the project include technical details contained in the Corps of Engineers Report (87th Cong., 2d sess., H. Doc. No. 522).

3. A proposal to amend the Commission's Comprehensive Plan by the addition thereto of the following projects:

Hellertown Borough Authority. Two new wells to meet water supply requirements in Hellertown Borough, Northampton County. Designated as Nos. 1 and 2 each well is expected to yield between 750 and 1000 gallons per minute.

Quakertown Borough Authority. A new well to meet expanding water supply requirements in Quakertown Borough, Bucks County. Designated as No. 13 the well is expected to yield about 400 gallons per minute. Seven existing wells previously developed by the Authority are also proposed for inclusion in the Comprehensive Plan.

Horsham Township Authority. A new well to meet expanding water supply requirements in Horsham Township, Montgomery County. Designated as No. 6, the well is expected to yield 175 gallons per minute. Several existing wells previously developed by the Authority are also proposed for inclusion in the Comprehensive Plan.

Northampton Township. Five new wells to supply water for housing developments in Northampton Township, Bucks County. Designated as Nos. 5, 6, 7, 8, and 9 the new wells are expected to have a range in combined yield of from 300 to 800 gallons per minute. One existing well previously developed by the

Township is also proposed for inclusion in the Comprehensive Plan.

Citizens Utilities Water Company. One new well and a modification of an existing well to meet water supply requirements in the Company's service area in Sinking Spring Borough, Berks County. Designated as Nos. 18A and 19 the wells are expected to yield 400 to 430 gallons per minute respectively. Six existing wells previously developed by the Company are also proposed for inclusion in the Comprehensive Plan.

Robert Barry Apartments, Inc. A secondary sewage treatment plant to serve the Robert Barry Apartment development in Deptford Township, Gloucester County. Plant effluent of a maximum of 60,000 gallons per day will discharge to a tributary of Big Timber Creek.

W. BRINTON WHITALL,
Secretary.

JANUARY 14, 1966.

[F.R. Doc. 66-622; Filed, Jan. 19, 1966;
8:45 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 15190, 15191; FCC 66R-19]

BOARDMAN BROADCASTING CO., INC., AND DANIEL ENTERPRISES, INC.

Memorandum Opinion and Order Re- manding Proceeding to Hearing Examiner

In re applications of Boardman Broadcasting Co., Inc., Boardman, Ohio, Docket No. 15190, File No. BP-14305; Daniel Enterprises, Inc., Warren, Ohio, Docket No. 15191, File No. BP-14886; for construction permits.

1. This proceeding involves the application of Boardman Broadcasting Co., Inc. (Boardman), for a construction permit for a new Class II standard broadcast station at Boardman, Ohio (1570 kc, 1 kw, DA, Day), and the mutually exclusive application of Daniel Enterprises, Inc. (Daniel), for a construction permit for a new Class II standard broadcast station at Warren, Ohio (1570 kc, 500 w, DA, Day). These applications were designated for hearing by Commission Order (FCC 63-921, released October 14, 1963). The issues were amended by the Review Board's Memorandum Opinion and Order (FCC 64R-21, released January 15, 1964). On October 26, 1964, Hearing Examiner Thomas Donahue released an Initial Decision (FCC 64D-68) proposing to grant Boardman's application, and to deny Daniel's. Exceptions were filed by Daniel and by the Broadcast Bureau and oral argument was held before a panel of the Review Board on April 20, 1965.

2. On December 27, 1965, the Commission released a Public Notice (FCC 65-1153) entitled "Policy Statement on section 307(b) Considerations for Standard Broadcast Facilities Involving Sub-

urban Communities." The Commission therein promulgated a new policy to assist in the allocation of standard broadcast stations in suburban communities. By its terms and, as illustrated by the Commission's contemporaneous action in other cases,¹ this new policy is to be applied to all pending applications. The Board must determine, therefore, whether the criteria enunciated by the Commission pertain to this proceeding and, if so, whether this proceeding must be remanded for further evidentiary hearing.

3. The test stated by the Commission is "whether the applicant's proposed 5 mv/m daytime contour would penetrate the geographic boundaries of any community with a population of over 50,000 persons and having at least twice the population of the applicant's specified community." Such circumstances, the Commission stated, will raise a presumption that "the applicant realistically proposes to serve that larger community rather than his specified community." If that presumption applies and is not rebutted by the applicant (see paragraph 5, infra) the applicant's proposal will be required to meet the technical provisions of the Commission's rules (e.g., §§ 73.30, 73.31 and 73.188(b) (1) and (2)) for stations assigned to the larger community. Failure to meet such technical standards will require denial of the application.

4. Turning first to Daniel's proposal for Warren, we note that the population of Warren is 59,648; the population of Youngstown is 166,689 (more than twice the population of Warren); however, Daniel's proposed 5 mv/m contour would not penetrate the geographic boundaries of Youngstown or of any other community of 50,000 or more persons and having at least twice the population of Warren. Therefore, under the criteria recently established by the Commission, Daniel is not presumed to be realistically proposing to serve a community other than Warren, Ohio.

5. The standards do apply to the Boardman applicant. Boardman Township has a population of 27,379; as noted, Youngstown's population is 166,689; and, as reflected in the record of the proceeding (Boardman Exhibit 1, p. 3) in this case, Boardman's proposed 5 mv/m contour would cover 99.4 percent of Youngstown. Thus, the Boardman proposal is presumptively one to serve Youngstown rather than Boardman. There is presently in the record no evidence sufficient to rebut this presumption.² In order to afford the Boardman applicant an opportunity to rebut this presumption, the proceeding will be remanded to the Examiner for further hearing, to be governed principally by the following con-

¹ Monroeville Broadcasting Co., FCC 65-1155, Jupiter Associates, Inc., FCC 65-1156, and Charles W. Robbins, FCC 65-1154, all released Dec. 27, 1965.

² The parties adduced no evidence on the issue added by the Review Board by Memorandum Opinion and Order (FCC 64R-21, released Jan. 15, 1964). Thus, under the new policy statement, in this and other respects, the record is incomplete.

siderations set forth by the Commission in its Policy Statement:

10. During the course of an evidentiary hearing to determine, *inter alia*, whether an applicant will realistically serve his specified community or another, larger community, that applicant will be required to rebut the presumption that will have arisen because of his proposed coverage. Thus, in addition to the usual 307(b) evidence concerning the independence of a suburb from its central city, an applicant will be expected, under our new policy, to adduce evidence at the hearing showing the extent to which he has ascertained that his specified community has separate and distinct programming needs. The parties will then be permitted to show the extent to which that community's needs are being met by existing standard broadcast stations, and the applicant will be expected to show the extent to which his program proposal will meet the specific, unsatisfied programming needs of his specified community. At the same time, although it would not necessarily be determinative, such an applicant would be expected to adduce evidence as to whether the projected sources of advertising revenues within his specified community are adequate to support his proposal as compared with the sources from all other areas.

6. In addition to the existing section 307(b) issue, the Board will add specific issues as to the Boardman proposal, one to determine whether it would realistically provide a local transmission facility for Boardman or for Youngstown" and a second to determine whether, if the Boardman proposal is realistically a proposal for Youngstown, the proposal meets the technical provisions of the Rules for stations assigned to Youngstown.

Accordingly, it is ordered, On the Board's own motion,⁴ this 13th day of January 1966, that this proceeding is remanded to the Hearing Examiner for further hearing and for preparation of a Supplemental Initial Decision consistent with this Memorandum Opinion and Order; and

It is further ordered, That the issue added by the Review Board by Memorandum Opinion and Order (FCC 64R-21, released January 15, 1964) is deleted; and

It is further ordered, That the issues in this proceeding are hereby enlarged as follows:

(a) To determine whether the proposal of Boardman Broadcasting Co., Inc., will realistically provide a local transmission facility for its specified station location or for another larger community, in light of all of the relevant evidence, including, but not necessarily limited to, the showing with respect to:

⁴ The substance of the new issue is such that the issue added by the Review Board by Memorandum Opinion and Order (FCC 64R-21, released Jan. 15, 1964), is rendered superfluous, and that issue will be deleted on the Board's own motion.

⁵ On Jan. 5, 1966, the Broadcast Bureau filed a petition to enlarge the issues and remand the proceeding. Inasmuch as the present order is dictated by the Commission's policy statement and consideration of pleadings responsive to the Bureau's petition would engender substantial delay in this matter, the Bureau's petition will be dismissed as moot.

(1) The extent to which each specified station location has been ascertained by the applicant to have separate and distinct programming needs;

(2) The extent to which the needs of the specified station location are being met by existing standard broadcast stations;

(3) The extent to which the applicant's program proposal will meet the specific, unsatisfied programming needs of its specified station location; and

(4) The extent to which the projected sources of the applicant's advertising revenues within its specified station location are adequate to support its proposal, as compared with its projected sources from all other areas.

(b) To determine, in the event that it is concluded pursuant to the foregoing issue (a) that the proposal of Boardman Broadcasting Co., Inc., will not realistically provide a local transmission service for its specified station location, whether such proposal meets all of the technical provisions of the rules, including §§ 73.30, 73.31 and 73.188(b) (1) and (2), for standard broadcast stations assigned to the most populous community for which it is determined that the proposal will realistically provide a local transmission service; and

It is further ordered, That the petition to enlarge the issues and remand the proceeding, filed by the Broadcast Bureau on January 5, 1966, is dismissed as moot.

Released: January 14, 1966.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-632; Filed, Jan. 19, 1966;
8:46 a.m.]

[Docket No. 16253, etc.; FCC 66-38]

KEITH L. REISING ET AL.

**Order Designating Applications for
Consolidated Hearing on Stated
Issues**

In re applications of Keith L. Reising, Louisville, Ky., Docket No. 16253, File No. BPH-4207; requests: 106.9 mc, No. 295; 25 kw; 503 ft.; Kentucky Central Broadcasting, Inc., Louisville, Ky., Docket No. 16254, File No. BPH-4345; requests: 106.9 mc, No. 295; 34.2 kw; 132 ft.; Kentuckiana Television, Inc., Louisville, Ky., Docket No. 16423, File No. BPH-5120; requests: 106.9 mc, No. 295; 50 kw(H); 50 kw(V); 500 ft.; for construction permits.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 12th day of January 1966;

1. The Commission has before it for consideration the above captioned and described applications for construction permits which are mutually exclusive in that operation by the applicants as proposed would result in mutually destructive interference.

2. The applications of Keith L. Reising and Kentucky Central Broadcasting, Inc., were designated for hearing in a

consolidated proceeding by Memorandum Opinion and Order adopted October 20, 1965 (1 FCC 2d 1082), which contained Commission determinations regarding the qualifications of these applicants.

3. Except as indicated by the issues specified below, Kentuckiana Television, Inc., is qualified to construct and operate as proposed. In the above Memorandum Opinion and Order the Commission stated that the mutually exclusive application of Kentuckiana Television would be considered with the other above-captioned applications upon expiration of the 30-day waiting period.

4. The 30-day period has now expired and examination of the Kentuckiana Television application indicates that separate issues pertaining to that application are not required. However, inclusion of the application in the proceeding necessitates a revision of the hearing issues. The issues which appear below are intended to replace the issues originally specified.

5. Because of its mutually exclusivity, the Commission is unable to make the statutory finding that a grant of the Kentuckiana Television application would serve the public interest, convenience, and necessity, and is of the opinion that it must be consolidated with the other above-captioned applications for hearing on the issues set forth below:

It is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the Kentuckiana Television application is designated for hearing in the consolidated proceeding involving use of Channel 295 in Louisville, Ky., at a time and place to be specified in a subsequent order, upon the following issues:

1. To determine the basis for Keith L. Reising's estimated revenues for the first year of operation and whether, in view of the evidence adduced, Reising is financially qualified to construct and operate his proposed station.

2. To determine the basis for Kentucky Central's estimated revenues for the first year of operation and whether, in view of the evidence adduced, Kentucky Central is financially qualified to construct and operate its proposed station.

3. To determine the extent to which duopoly considerations may preclude future expansions of the proposed Kentucky Central facility and in the light of the evidence adduced in response to this question, whether this proposal represents an efficient use of the channel within the meaning of 307(b) of the Communications Act of 1934, as amended.

4. To determine whether the public in the area to be served by applicants will be better served by the addition of an FM station that in part duplicates the broadcasting of an AM station in the same community or an FM station that is independently programmed.

5. To determine, in the event the foregoing issues 1, 2, and 3 are answered in the affirmative, which of the proposals would best serve the public interest.

It is further ordered, That the issues specified herein shall supersede the

NOTICES

issues originally specified in this proceeding.

It is further ordered, That to avail themselves of the opportunity to be heard, the applicants pursuant to § 1.221 (c) of the Commission rules, in person or by attorney, shall, within 20 days of the mailing of this Order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this Order.

It is further ordered, That the applicants herein, shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.594 of the Commission's rules, give notice of the hearing, either individually or, if feasible and consistent with the rules, jointly, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.594(g) of the rules.

Released: January 17, 1966.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-664; Filed, Jan. 19, 1966;
8:48 a.m.]

[Docket Nos. 16421, 16422; FCC 66-37]

**TWIN-STATE RADIO, INC., AND
RICHLAND BROADCASTING CO.**

**Order Designating Applications for
Consolidated Hearing on Stated
Issues**

In re applications of Twin-State Radio, Inc., Natchez, Mississippi, Docket No. 16421, File No. BP-16455; requests: 1390 kc, 5 kw, DA, Day; A. S. Johnson, trading as Richland Broadcasting Company, Delhi, La., Docket No. 16422, File No. BP-16720; requests: 1390 kc, 1 kw, Day; for construction permits.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 12th day of January 1966;

1. The Commissioner has before it the above captioned applications which are mutually exclusive in that simultaneous operation of the stations proposed would result in mutually destructive interference.

2. Regarding the application of Twin-State Radio, Inc., although the proposed directional antenna parameters would produce values of radiation which are in close agreement with radiation values tabulated in the application, it appears that the applicant's plotted directional pattern does not accurately depict the tabulated values, and an appropriate hearing issue is necessary.

3. It appears that each of the applicants is qualified to construct, own and operate the stations as proposed except as indicated by the issues specified below but in view of the foregoing the Commission is unable to make the statutory finding that a grant of the subject applications would serve the public interest,

convenience and necessity, and is of the opinion that the applications must be designated for hearing in a consolidated proceeding on the issues set forth below:

It is accordingly ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the applications are designated for hearing in a consolidated proceeding, at a time and place to be specified in a subsequent Order, upon the following issues:

1. To determine the areas and populations which would receive primary service from the respective proposals and the availability of other primary service to such areas and populations.

2. To determine whether the values of radiation indicated on the radiation pattern proposed by Twin-State Radio, Inc. are in agreement with calculated values of radiation which would be obtained from the proposed directional antenna parameters.

3. To determine, in the light of section 307(b) of the Communications Act of 1934, as amended, which of the proposals would better provide a fair, efficient, and equitable distribution of radio service.

4. To determine, in the light of the evidence adduced pursuant to the foregoing issues, which, if either, of the applications should be granted.

It is further ordered, That in the event of a grant of either application the construction permit should specify the following: Pending a final decision in Docket No. 14419 with respect to presunrise operation with daytime facilities, the present provisions of § 73.87 of the Commission's rules are not extended to this authorization, and such operation is precluded.

It is further ordered, That, in the event of a grant of the application of Twin-State Radio, Inc., the construction permit should also specify the following: Permittee shall install an approved type frequency monitor.

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicants herein, pursuant to § 1.221(c) of the Commission's rules, in person or by attorney, shall, within 20 days of the mailing of this Order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this Order.

It is further ordered, That the applicants herein shall, pursuant to § 311(a)(2) of the Communications Act of 1934, as amended, and § 1.594 of the Commission's rules, give notice of the hearing, either individually or, if feasible and consistent with the rules, jointly, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.594(g) of the rules.

Released: January 17, 1966.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-665; Filed, Jan. 19, 1966;
8:48 a.m.]

FEDERAL POWER COMMISSION

[Docket Nos. RI66-237 etc.]

HUNT OIL CO. ET AL.

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

JANUARY 12, 1966.

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 March 2, 1966.

By the Commission.

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	
RI66-237	Hunt Oil Co. (Operator), et al., 1401 Elm St., Dallas, Tex., 75202.	2	*16	Arkansas Louisiana Gas Co. (East Haynesville Field, Claiborne Parish, La.) (North Louisiana).	\$2,495	12-13-65	*1-13-66	*1-14-66	*13.929	*67 14.428	
RI66-238	William Herbert Hunt, Trust Estate, 1401 Elm St., Dallas, Tex., 75202.	3	*16	do	149	12-13-65	*1-13-66	*1-14-66	*13.929	*67 14.428	
RI66-239	Haroldson L. Hunt, Jr., Trust Estate, 1401 Elm St., Dallas, Tex., 75202.	1	*14	do	399	12-13-65	*1-13-66	*1-14-66	*13.929	*67 14.428	
RI66-240	Lamar Hunt, Trust Estate, et al., 1401 Elm St., Dallas, Tex., 75202.	1	*14	do	399	12-13-65	*1-13-66	*1-14-66	*13.929	*67 14.428	
RI66-241	Nelson Bunker Hunt, Trust Estate, 1401 Elm St., Dallas, Tex.	1	*14	do	249	12-13-65	*1-13-66	*1-14-66	*13.929	*67 14.428	
RI66-242	Hunt Oil Co., et al., 1401 Elm St., Dallas, Tex., 75202.	3	*11	Arkansas Louisiana Gas Co. (Kilpatrick Zone, East Haynesville Field, Claiborne Parish, La.) (North Louisiana).	650	12-16-65	*1-16-66	*1-17-66	*13.928	*67 14.428	
RI66-243	do	25	*10	Arkansas Louisiana Gas Co. (Ivan Field, Bossier Parish, La.) (North Louisiana).	390	12-17-65	*1-17-66	*1-18-66	*13.453	*67 14.428	
RI66-244	General American Oil Co. of Texas (Operator), et al., Meadows Bldg., Dallas, Tex., 75206.	1	*11	Arkansas Louisiana Gas Co. (Haynesville Field, Claiborne Parish, La.) (North Louisiana).	(*)	12-21-65	*1-21-66	*1-22-66	*13.928	*67 14.428	
	do	1A	9	do	1,579	12-21-65	*1-21-66	*1-22-66	*13.928	*67 14.428	
	do	35	*13	Arkansas Louisiana Gas Co. (Ivan Field, Bossier Parish, La.) (North Louisiana).	3,416	12-21-65	*1-21-66	*1-22-66	*13.45333	*67 14.428	
	do	46	*10	Arkansas Louisiana Gas Co. (Haynesville Field, Claiborne Parish, La.) (North Louisiana).	(*)	12-21-65	*1-21-66	*1-22-66	*13.928	*67 14.428	
RI66-245	General American Oil Co. of Texas.	51 A and B	*8	do	(*)	12-21-65	*1-21-66	*1-22-66	*13.928	*67 14.428	

* Includes letter from buyer advising seller of 13.095 cents per Mcf rate, plus tax reimbursement, to be paid other sellers in area effective January 1, 1966.

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

* The suspension period is limited to 1 day.

* Favored-nation rate increase.

* Pressure base is 15.025 p.s.i.a.

The Hunt entities (Hunt) request waiver of the statutory notice to permit their proposed rate increases to become effective as of January 1, 1966. General American Oil Co. of Texas (Operator), et al., and General American Oil Co. of Texas (both referred to herein as General American) also request an effective date of January 1, 1966, the effective date on which Arkansas Louisiana Gas Co. (Arkla) has agreed for the increased rate to producers who have deleted the favored-nation provisions from their contracts. 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 Hunt and General American's rate filings and such request are denied.

All of the producers propose favored-nation increases in rates to 14.428 cents per Mcf (13.095 cents base rate plus 1.333 cents tax reimbursement), for sales of gas to Arkla in North Louisiana. On December 27, 1965, Arkla filed protests to the proposed increases for the reason that the higher price which respondents claim activates the favored-nation clause is a price Arkla had agreed to pay producers in consideration for the deletion of the favored-nation clause from their gas purchase contracts. Arkla states that such offer was made to the producers herein. Although respondents' proposed increased rate of 14.428 cents per Mcf is below the area increased rate ceiling of 14.0 cents per Mcf plus tax reimbursement and would normally be accepted for filing, it is suspended for one day from the date of expiration of the statutory notice in each case because of

* Includes 1.333 cents tax reimbursement.

* No sales are being made at present time, but sales may resume in the future.

* Does not include interest of Tenneco Oil Co., a nonoperator covered by Respondent's previous filings, who according to Respondent has signed a letter agreement with the buyer which provided for the instant increase in exchange for deletion of the favored-nation clause.

Arkla's aforementioned protests. The hearings provided for herein will be limited to the contractual issues raised by Arkla's protests, and will not involve the justness and reasonableness of the rates proposed by respondents.

[F.R. Doc. 66-634; Filed, Jan. 19, 1966; 8:45 a.m.]

[Docket No. RI62-64]

MAYFLO OIL CO.

Order Severing and Terminating Proceeding

JANUARY 12, 1966.

On June 10, 1965, the Commission in Opinion No. 464, Texaco Inc., et al., issued Mayflo Oil Company (Mayflo) a permanent certificate in Docket No. CI61-538 for its jurisdictional sale of natural gas to Northern Natural Gas Company from acreage located in Beaver County, Okla., at an initial contract rate of 15.0 cents per Mcf at 14.65 psia, plus upward Btu adjustment, resulting in a total rate of 17.83 cents per Mcf.

Mayflo commenced the subject sale under temporary certificate issued in Docket No. CI61-538 on December 13, 1960 at a rate of 15.0 cents per Mcf conditioned upon the elimination of the ap-

plication of the upward Btu provision of the contract. The temporary authorization, however, did not preclude Mayflo from filing an increase in rate to reflect the Btu adjustment. Such increased rate was filed, and was subsequently made effective subject to refund on April 30, 1962 in Docket No. RI62-64. Inasmuch as the now permanently certified rate is the same rate which is in effect subject to refund, we conclude on our own motion that the proceeding in Docket No. RI62-64 is moot because the upward Btu adjustment has been found to be justified.

The Commission finds: For the foregoing reasons, good cause exists for severing this proceeding from the area rate proceedings in Docket Nos. AR64-1, et al., and for terminating said proceeding and for discharging Mayflo from its refunding obligations therein.

The Commission orders: Docket No. RI62-64 is severed from the area rate proceedings in Docket Nos. AR64-1, et al., and terminated, and Mayflo is discharged from its refunding obligations in Docket No. RI62-64.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-635; Filed, Jan. 19, 1966; 8:46 a.m.]

NOTICES

[Docket No. RP66-19]

OKLAHOMA NATURAL GAS GATHERING CORP.

Order Suspending Proposed Change in Rate and Providing for Hearing

DECEMBER 30, 1965.

On December 1, 1965, Oklahoma Natural Gas Gathering Corporation (Oklahoma Gathering) tendered for filing Supplement No. 1 to its FPC Gas Rate Schedule No. 1. By this filing, Oklahoma Gathering proposes to increase the rate at which it sells gas to Cities Service Gas Company (Cities), produced in the Ringwood Field, Major County, Okla., from 17.5 cents to 18.5 cents per Mcf. The proposed effective date is January 1, 1966. Based upon sales for the year ended December 31, 1964, the annual increase would amount to approximately \$142,000.

In support of the proposed increase, Oklahoma Gathering, a wholly owned subsidiary of Oklahoma Natural Gas Company, states that the increased rate is designed to compensate for increased purchased gas costs in the field and that the contractual basis for the increase is provided in Article 2 of Oklahoma's contract with Cities, dated February 28, 1961. Analysis of the filing indicates that among other things, the data submitted in support of the proposed increase presents issues concerning the claimed allowance for Federal income taxes, administrative and general expenses, maintenance expenses, estimated sales volumes and depreciation expense.

The increased rate proposed herein has not been shown to be justified and may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of Oklahoma Gathering's rates and charges contained in its FPC Gas Rate Schedule No. 1 as proposed to be amended and that Supplement No. 1 to FPC Gas Rate Schedule No. 1 be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure and the regulations under the Natural Gas Act [18 CFR Ch. II], a public hearing shall be held, upon a date to be fixed by notice from the Secretary, concerning the lawfulness of Oklahoma Gathering's rates, charges, classifications and service contained in its FPC Gas Rate Schedule No. 1 as proposed to be amended by Supplement No. 1 thereto.

(B) Pending a hearing and decision thereon, Supplement No. 1 to Oklahoma Gathering's FPC Gas Rate Schedule No. 1 is hereby suspended and the use thereof is deferred until June 1, 1966, and thereafter until such further time as it is made effective in the manner prescribed by the Natural Gas Act.

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

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 66-636; Filed, Jan. 19, 1966;
8:46 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 70-4321]

AMERICAN NATURAL GAS CO.

Proposed Acquisition of 50 Per Cent of Capital Stock of Newly-Organized Pipe Line Company

JANUARY 13, 1966.

Notice is hereby given that American Natural Gas Co. ("American Natural"), 30 Rockefeller Plaza, Suite 4950, New York, N.Y., 10020, a registered holding company, has filed an application-declaration, and an amendment thereto, with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating section 9(a), 10, and 12(b) of the act and rule 45 promulgated thereunder as applicable to the proposed transactions. All interested persons are referred to the amended application-declaration, on file at the office of the Commission, for a statement of the transactions therein proposed which are summarized below.

American Natural has four major subsidiary companies: Michigan Consolidated Gas Co. ("Michigan Consolidated") and Wisconsin Gas Co. ("Wisconsin Gas," formerly Milwaukee Gas Light, Co.), the largest distributors of natural gas at retail in the States of Michigan and Wisconsin, respectively; Michigan Wisconsin Pipe Line Co. ("Michigan Wisconsin"), which owns and operates a pipe line system extending from gas producing areas in Texas and Oklahoma to its principal markets in Michigan and Wisconsin; and American Louisiana Pipe Line Co. ("American Louisiana"), which owns and operates a pipe line system extending from the gas producing areas of the Louisiana Gulf Coast to its principal customers in Michigan. The principal customers of Michigan Wisconsin are Michigan Consolidated and Wisconsin Gas, while American Louisiana's principal customers are Michigan Wisconsin and Michigan Consolidated. The two subsidiary pipe line companies, through purchase contracts with producers, provide the major sources of gas supply for the American Natural system. A larger of the two pipe line subsidiary companies was authorized to be consummated as of January 1, 1966 (Holding Company Act Release No. 15370).

American Natural has entered into an agreement dated August 20, 1965, with Trans-Canada Pipe Lines Ltd. ("Trans-Canada"), a nonassociate Canadian corporation, under which the two companies are to participate in the construction and operation of a proposed new 36-inch natural gas pipe line to transport Canadian natural gas from Emerson, Manitoba, to the markets of the American Natural system in the United States and to the markets of Trans-Canada in eastern Canada. It is anticipated by the companies that the cost of construction of the pipe line will approximate \$212,000,000.

The proposed pipe line is to be built and operated by Great Lakes Gas Transmission Co. ("Great Lakes"), a newly-organized Delaware corporation, all the common stock of which will be owned in equal amounts by American Natural and Trans-Canada. When completed in 1967, the pipe line will extend about 989-miles in an easterly direction from the U.S.-Canadian International Boundary at Emerson, Manitoba (where it will connect with existing facilities of Trans-Canada) through Minnesota, Wisconsin, and the Upper Peninsula of Michigan, across the Straits of Mackinac to the Austin Field storage area of Michigan Wisconsin in central Michigan, and from that point to the United States-Canadian International Boundary near St. Clair, Michigan, where it will connect with Trans-Canada's eastern Canadian facilities. It is expected that the first segment of the proposed line, extending from the Austin Field area of central Michigan to St. Clair, Mich. (and interconnecting with Michigan Consolidated's facilities at the Belle Mills Field storage area near St. Clair), will be completed during 1966. A 44-mile, 10-inch branch line will extend natural gas service northward to the cities of Sault Ste. Marie, Mich., in order to permit conversion of Michigan Consolidated's distribution system in that area to natural gas service, and to Sault Ste. Marie, Ontario.

Great Lakes will transport natural gas for the account of Trans-Canada. The contract volume of natural gas to be transported by Great Lakes for Trans-Canada's account from Emerson, Manitoba, to its extremities at Sault Ste. Marie, Ontario, and St. Clair, Mich., will amount to approximately 392,000 Mcf per day in the second year of operation (1967-1968) and will increase to approximately 677,000 Mcf per day in the fifth year (1970-1971). The American Natural system will purchase from Great Lakes 20,000 Mcf of gas per day in the second year of operation, which amount will increase thereafter to approximately 57,000 Mcf per day in the fourth year of operation. The agreement between the companies also provides that an additional 50,000 Mcf daily may be supplied to the American Natural system beginning in the fifth year. In addition, during the first year of operation, commencing November 1, 1966, Great Lakes will transport approximately 10,000,000 Mcf of natural gas (an average of

about 27,400 Mcf daily) for Michigan Consolidated from the Austin Field area to Michigan Consolidated's Belle River Mills storage facilities near St. Clair, Mich.

The filing states further that, as part of the proposed intercompany arrangements, Michigan Wisconsin will (1) beginning November 1, 1966, purchase an additional 113,000 Mcf of gas per day from Midwestern Gas Transmission Co. ("Midwestern"), a nonassociate company, through its present interconnection with Midwestern at Marshfield, Wis., such gas to be provided by Trans-Canada through its present interconnection with Midwestern at Emerson, Manitoba; (2) deliver to Great Lakes at Austin Field, Mich., for the account of Trans-Canada, an equal quantity in the first year and a portion of such quantity in the second year; and (3) after the second year, retain all of such additional 113,000 Mcf of Canadian gas daily for use in its own markets.

In its present filing, American Natural proposes to purchase 100 shares of the \$100 par value common stock of Great Lakes at a price of \$100 per share, or an aggregate purchase price of \$10,000, whereupon American Natural will own one-half of the total outstanding shares of capital stock of Great Lakes, and Trans-Canada will own the other half through its subsidiary company, Alberta Inter-Field Gas Lines Ltd. According to preliminary estimates, it is expected that upon the completion of construction, Great Lakes' capitalization will include \$34,000,000 par or stated value of common stock, to be owned in equal proportions by American Natural and Trans-Canada. It is also proposed that initially American Natural and Trans-Canada will incur expenses on behalf of Great Lakes in connection with necessary proceedings before the Federal Power Commission, and other incidental expenses. Such expenses will be reimbursed by Great Lakes at a later date. Definitive proposals for financing the total construction requirements of Great Lakes are not now before the Commission, but will be the subject of separate filings under the Act at a later date.

The filing states that because of the necessity of planning now for gas supplies to be required some years hence, American Natural's management has concluded that it is essential to seek a substantial and continuing interest in Canadian sources of gas; and that Great Lakes' proposed 36-inch line into the heart of the American Natural system's storage and distribution areas and the proposed joint stock ownership of Great Lakes should facilitate the realization of this objective. It is further stated that the proposed line will permit natural gas service by Michigan Consolidated to various communities in the Upper Peninsula of Michigan which do not now have such service, including Sault Ste. Marie, and will provide a second source of supply to the company's existing distribution systems in northern Michigan; that the line will provide an additional means by

which the storage fields of the American Natural system, particularly those in the Belle River Mills area of eastern Michigan, can be replenished during the summer to provide gas needed by domestic and commercial consumers during the winter; and that the Great Lakes line will provide a source of gas in the event of emergencies on any of the other pipe lines serving the American Natural system.

The application-declaration states that no approval or consent of any regulatory body, other than this Commission, is necessary for the consummation of American Natural's proposed acquisition of Great Lakes' common stock. Great Lakes has filed an application with the Federal Power Commission seeking approval, among other things, for the construction and operation of the proposed pipe line and the proposed interchanges of natural gas. A petition has been filed with the Federal Power Commission by Northern Natural Gas Company ("Northern") seeking leave to intervene in the Great Lakes proceeding before that Commission, and, on December 30, 1965, Northern filed with the Federal Power Commission an application proposing an alternative project allegedly competitive with the proposal contained in the Great Lakes application.

Fees and expenses to be incurred by American Natural in connection with its proposed acquisition of common stock of Great Lakes are estimated at \$1,000, including legal fees of \$500.

Notice is further given. That any interested person may, not later than February 10, 1966, 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 amended 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 (air mail if the person being served is located more than 500 miles from the point of mailing) upon the applicant-declarant at the above-stated address, and proof of service (by affidavit or, in case of an attorney-at-law, by certificate) should be filed contemporaneously with the request. At any time after said date, the application-declaration, as amended or as it may be further 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.

By the Commission.

[SEAL] ORVAL L. DUBoIS,
Secretary.

[F.R. Doc. 66-643; Filed, Jan. 19, 1966;
8:47 a.m.]

[File No. 1-3393]

VTR, INC.

Order Suspending Trading

JANUARY 14, 1966.

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 January 17, 1966 through January 26, 1966, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DUBoIS,
Secretary.

[F.R. Doc. 66-644; Filed, Jan. 19, 1966;
8:47 a.m.]

TARIFF COMMISSION

[AA1921-46]

TITANIUM DIOXIDE FROM WEST GERMANY

Notice of Investigation

Having received advice from the Treasury Department on January 14, 1966, that titanium dioxide, pigment grade, from West Germany, manufactured by Farbenfabriken Bayer A.G., Leverkusen, Germany, is being, or is likely to be, sold in the United States at less than fair value, the U.S. Tariff Commission has instituted an investigation under section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)), to determine whether an industry in the United States is being or is likely to be injured, or is prevented from being established, by reason of the importation of such merchandise into the United States.

No hearing in connection with this investigation has been ordered. If a hearing is ordered, due notice of the time and place thereof will be given. In this connection, interested parties are referred to § 208.4 of the Commission's rules of practice and procedure (19 CFR 208.4) which provides that interested parties may, within 15 days after the date of publication of this notice in the FEDERAL REGISTER, request that a public hearing be held, stating reasons for the request.

Interested parties are also referred to § 208.5 of the Commission's rules regarding the submission of written statements of pertinent information. Written state-

NOTICES

ments must be filed not later than February 16, 1966.

Issued: January 14, 1966.

By order of the Commission.

[SEAL] DONN N. BENT,
Secretary.

[F.R. Doc. 66-618; Filed, Jan. 19, 1966;
8:45 a.m.]

DEPARTMENT OF LABOR

Wage and Hour Division

CERTIFICATES AUTHORIZING EMPLOYMENT OF LEARNERS AT SPECIAL MINIMUM RATES

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended, 29 U.S.C. 201 et seq.), and Administrative Order 579 (28 F.R. 11524) the firms listed in this notice have been issued special certificates authorizing the employment of learners at hourly wage rates lower than the minimum wage rates otherwise applicable under section 6 of the act. The effective and expiration dates, occupations, wage rates, number or proportion of learners and learning periods, for certificates issued under general learner regulations (29 CFR 522.1 to 522.9), and the principal product manufactured by the employer are as indicated below. Conditions provided in certificates issued under the supplemental industry regulations cited in the captions below are as established in those regulations.

Apparel industry learner regulations (29 CFR 522.1 to 522.9, as amended, and 29 CFR 522.20 to 522.25, as amended).

The following learner certificates were issued authorizing the employment of 10 percent of the total number of factory production workers for normal labor turnover purposes. The effective and expiration dates are indicated.

Acme Garment Co., Fifth and Elm Streets, Wentzville, Mo.; effective 1-4-66 to 1-3-67 (women's jamaicas, surfers, capris).

Alabama Textile Products Corp., Brantley, Ala.; effective 1-1-66 to 12-31-66 (men's work shirts, work jackets).

Blue Bell, Inc., Tishomingo County, Tishomingo, Miss.; effective 1-1-66 to 12-31-66 (men's and boys' work and sport pants).

Cherryvale Manufacturing Co., Cherryvale, Kans.; effective 1-10-66 to 1-9-67 (men's work pants).

Corman & Wasserman, Inc., 1220 Curtain Avenue, Baltimore, Md.; effective 12-28-65 to 12-27-66 (men's trousers).

Decatur Shirt Corp., Decatur, Miss.; effective 12-29-65 to 12-28-66 (boys' sport shirts).

Dunbrooke Shirt Co., Lexington, Mo.; effective 1-12-66 to 1-11-67 (men's shirts).

Enterprise Manufacturing Co., Enterprise, Ala.; effective 1-1-66 to 12-31-66 (men's dress shirts).

Evergreen Textiles, Inc., Evergreen, Ala.; effective 12-29-65 to 12-28-66 (men's slacks).

Hickory Flat Manufacturing Co., Hickory Flat, Miss.; effective 1-1-66 to 12-31-66 (men's work shirts).

Irwin Manufacturing Co., New Albany, Miss.; effective 1-1-66 to 12-31-66 (men's and boys' work shirts).

Manufacturers' Sportswear, Inc., Meadow Avenue at Maple Street, Scranton, Pa.; effective 1-6-66 to 1-5-67 (boys' trousers).

New Carolina Industries, Inc., Weldon, N.C.; effective 12-26-65 to 12-25-66 (ladies' and children's sleepwear).

Richfield Manufacturing Co., Monroe Township, Juniata County, Richfield, Pa.; effective 12-28-65 to 12-27-66 (men's and boys' sport and dress shirts).

Rutherford Garment Co., a division of Kellwood Co., Rutherford, Tenn.; effective 12-29-65 to 12-28-66 (men's and boys' outerwear jackets).

San Benito Manufacturing Co., 2400 West Expressway, San Benito, Tex.; effective 12-30-65 to 12-29-66 (men's and boys' jeans).

Southern Manufacturing Co., No. 1, 333 Fifth Avenue North, Nashville, Tenn.; effective 1-1-66 to 12-31-66 (work shirts, pajamas).

W. E. Stephens Manufacturing Co., Inc., Pulaski, Tenn.; effective 1-2-66 to 1-1-67 (men's and boys' work and sport pants).

The Turner Manufacturing Co., 117 French Street, Goodlettsville, Tenn.; effective 1-10-66 to 1-9-67 (ladies' and girls' blouses).

Vernon Manufacturing Co., Inc., 700 Texas Street, Vernon, Tex.; effective 1-1-66 to 12-31-66 (men's and boys' trousers).

Waverly Garment Co., Waverly, Tenn.; effective 1-4-66 to 1-3-67 (men's and boys' work pants).

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

Angelica Uniform Co., Mountain View, Mo.; effective 1-1-66 to 12-31-66; 10 learners (men's washable service coats).

East Salem Manufacturing Co., Delaware Township, Juniata County, Rural Delivery No. 2, Mifflintown, Pa.; effective 12-28-65 to 12-27-66; 10 learners (men's and boys' sport and dress shirts).

Prairie Manufacturing Co., 106 Washington, East Prairie, Mo.; effective 12-22-65 to 12-21-66; 10 learners (men's and boys' dress pants).

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

Edward Hyman Co., Prentiss, Miss.; effective 1-3-66 to 7-2-66; 40 learners (work pants and work shirts).

Herrin Apparel Co., Inc., 712 East Monroe, Herrin, Ill.; effective 12-29-65 to 6-28-66; 100 learners (women's and misses' dresses).

Oakley Fashions, Inc., 240 Novy Street, Jackson, Tenn.; effective 12-24-65 to 6-23-66; 200 learners (women's and misses' dresses).

Stefran Manufacturing Corp., 816 Farren Street, Portage, Pa.; effective 12-27-65 to 6-26-66; 50 learners (ladies' foundation garments).

Trace Manufacturing Co., Waynesboro, Tenn.; effective 1-1-66 to 6-30-66; 50 learners (work pants and shirts).

Glove industry learner regulations (29 CFR 522.1 to 522.9, as amended and 29 CFR 522.60 to 522.65, as amended).

Good Luck Glove Co., East Fifth Street, Metropolis, Ill.; effective 12-20-65 to 12-5-66; 10 percent of the total number of machine stitchers for normal labor turnover purposes (work gloves) (replacement certificate).

Marso & Rodenborn Manufacturing Co., Fort Dodge, Iowa; effective 12-28-65 to

12-27-66; 10 learners for normal labor turnover purposes (work gloves and mittens).

Hosiery industry learner regulations (29 CFR 522.1 to 522.9, as amended, and 29 CFR 522.40 to 522.43, as amended).

C. D. Jessup & Co., Claremont, N.C.; effective 12-27-65 to 12-26-66; 5 learners for normal labor turnover purposes (seamless).

Knitted wear industry learner regulations (29 CFR 522.1 to 522.9, as amended and 29 CFR 522.30 to 522.35, as amended).

Warner Slimwear Lingerie, Post Office Box 457, Hemingway, S.C.; effective 1-5-66 to 7-4-66; 25 learners for plant expansion purposes (women's lingerie).

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

Signed at Washington, D.C., this 7th day of January 1966.

ROBERT G. GRONEWALD,
Authorized Representative
of the Administrator.

[F.R. Doc. 66-642; Filed, Jan. 19, 1966;
8:47 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 869]

MOTOR CARRIER, BROKER, WATER CARRIER AND FREIGHT FORWARDER APPLICATIONS

JANUARY 14, 1966.

The following applications are governed by Special Rule 1.247¹ of the Commission's general rules of practice (49 CFR 1.247), published in the *FEDERAL REGISTER*, issue of December 3, 1963, effective January 1, 1964. These rules provide, among other things, that a protest to the granting of an application must be filed with the Commission within 30 days after date of notice of filing of the application is published in the *FEDERAL REGISTER*. Failure reasonably 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

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

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 906 (Sub-No. 54), filed December 20, 1965. Applicant: CONSOLIDATED FORWARDING CO., INC., 1300 North 10th Street, St. Louis, Mo., 63106. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Conduit and pipe*, including couplings, rings and fittings when moving in connection therewith, from the plantsite of Johns-Manville Products Corp. located at or near Denison, Tex., to points in Arkansas, Connecticut, Delaware, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Missouri, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, Rhode Island, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 906 (Sub-No. 55), filed December 13, 1965. Applicant: CONSOLIDATED FORWARDING CO., INC., 1300 North 10th Street, St. Louis, Mo., 63106. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods* from Lafayette, Ind., to points in Arkansas, Illinois, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, Ohio, Oklahoma, Tennessee, Texas, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 906 (Sub-No. 56), filed December 26, 1965. Applicant: CONSOLIDATED FORWARDING CO., INC., 1300 North 10th Street, St. Louis, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except meats, meat products, meat byproducts, frozen foods, dairy products, salad dressings, yeast, and uncooked bakery prod-

ucts) from Moline, Ill., to points in Arkansas, Indiana, Kansas, Louisiana, Michigan, Missouri, Ohio, Oklahoma, Texas, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 906 (Sub-No. 57), filed December 27, 1965. Applicant: CONSOLIDATED FORWARDING CO., INC., 1300 North 10th Street, St. Louis, Mo., 63106. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Water cooling towers and parts thereof* when moving with such towers from Glasgow, Mo., to points in Arkansas, Connecticut, Delaware, Illinois, Indiana, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, Rhode Island, Texas, Vermont, Virginia, West Virginia, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo., or St. Louis, Mo.

No. MC 906 (Sub-No. 59), filed December 27, 1965. Applicant: CONSOLIDATED FORWARDING CO., INC., 1300 North 10th Street, St. Louis, Mo., 63106. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural implements and farm machinery and parts*, from South Bend, Ind., to points in the United States (except Alaska and Hawaii), and *exempt commodities*, on return. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 921 (Sub-No. 11), filed December 27, 1965. Applicant: DEAN TRUCK LINE, INC., Felming and Grant Streets, Post Office Drawer 32, Corinth, Miss. Applicant's representative: James W. Wrape, 2111 Sterick Building, Memphis, Tenn., 38103. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading) (1) between the junction Illinois Highways 16 and 49 and Casey, Ill., over Illinois Highway 49, serving no intermediate points, as an alternate route, for operating convenience only in connection with applicant's authorized regular route operations, (b) between Casey, Ill., and junction Illinois Highway 130 and U.S. Highway 50, from Casey, Ill., over Illinois Highway 49 to junction unnumbered highway approximately five (5) miles south of Willow Hill, Ill., thence over said unnumbered highway to junction Illinois Highway 130, thence over Illinois Highway 130 to junction U.S. Highway 50 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.

No. MC 1334 (Sub-No. 5), filed December 27, 1965. Applicant: OURAY TRUCK LINE, INC., Box 61, Thompson, Utah. Applicant's representative: Richard A. Dudden, Suite 628 Majestic Building, Denver, Colo., 80202. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, commodities in bulk, commodities requiring special equipment,

and those injurious or contaminating to other lading), serving Sego, Utah, as an off-route point in connection with applicant's regular route operations. Note: If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, Utah, or Denver, Colo.

No. MC 2304 (Sub-No. 28), filed December 16, 1965. Applicant: THE KAPLAN TRUCKING COMPANY, a corporation, 2900 Chester Avenue, Cleveland, Ohio. Applicant's representative: A. Charles Tell, 100 East Broad Street, Columbus, Ohio, 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities which do not require the use of special equipment when moving in the same shipment or in the same vehicle with commodities which because of size or weight require the use of special equipment*, between Philadelphia, Pa., on the on hand, and, on the other, New York, N.Y., Wilmington, Del., Baltimore, Md., and points in New Jersey. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 2401 (Sub-No. 26), filed December 13, 1965. Applicant: MOTOR FREIGHT CORPORATION, 2345 South 13th Street, Terre Haute, Ind. Applicant's representative: Ferdinand Born, 601 Chamber of Commerce Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) (a) between the junction Illinois Highways 16 and 49 and Casey, Ill., over Illinois Highway 49, serving no intermediate points, as an alternate route, for operating convenience only in connection with applicant's authorized regular route operations, (b) between Casey, Ill., and junction Illinois Highway 130 and U.S. Highway 50, from Casey, Ill., over Illinois Highway 49 to junction unnumbered highway approximately five (5) miles south of Willow Hill, Ill., thence over said unnumbered highway to junction Illinois Highway 130, thence over Illinois Highway 130 to junction U.S. Highway 50 and return over the same route, serving no intermediate points, as an alternate route, for operating convenience only in connection with applicant's authorized regular route operations.

(2) Between Effingham and Boos, Ill., from Effingham over Illinois Highway 33 to junction Illinois Highway 130, thence over Illinois Highway 130 to Boos, and return over the same route, serving no intermediate points, serving Boos, Ill., as a point of joinder only, as an alternate route, for operating convenience only in connection with applicant's authorized regular route operations; (3) between junction Illinois Highway 49 and U.S. Highway 24 (at or near Crescent City, Ill.), and junction Indiana Highway 53

NOTICES

and U.S. Highway 24 (at or near Remington, Ind.), over U.S. Highway 24, serving no intermediate points, as an alternate route, for operating convenience only in connection with applicant's authorized regular route operations; (4) between junction Illinois Highways 49 and 17 at or near Kankakee, Ill., and junction Indiana Highways 53 and 110, from junction Illinois Highways 17 and 49 over Illinois Highway 17 to junction Illinois Highway 114, thence over Illinois Highway 114 to the Illinois-Indiana State line, thence over Indiana Highway 10 to junction Indiana Highway 110, thence over Indiana Highway 110 to junction Indiana Highway 53, and return over the same routes, serving no intermediate points, as an alternate route, for operating convenience only in connection with applicant's authorized regular route operations; and (5) between Chicago and Paris, Ill., over Illinois Highway 1, serving no intermediate points, as an alternate route, for operating convenience only in connection with applicant's authorized regular route operations. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 3256 (Sub-No. 1), filed December 21, 1965. Applicant: BURKAM BROTHERS, INC., 385 Route 22, Hillside, N.J. Applicant's representative: W. C. Mitchell, 140 Cedar Street, New York, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Paper, products used in and for the manufacture of paper, and paper products*, between points in Hunterdon, Somerset, and Warren Counties, N.J., on the one hand, and, on the other, points in Nassau, Rockland, and Westchester Counties, N.Y. **NOTE:** Applicant states that the above proposed operation is to be restricted to services performed under a continuing contract with Riegel Paper Corp., New York, N.Y. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 3961 (Sub-No. 4), filed December 27, 1965. Applicant: JOHN McINTYRE, doing business as J. & H. McINTYRE, 261 Kearny Avenue, Jersey City, N.J. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles* for the account of Capitol Steel Corp., New York, N.Y., from the Capitol Steel Corp.'s plant at Jersey City, N.J., to points in Orange, Putnam, Rockland, and Westchester Counties, N.Y., and *rejected or refused iron or steel articles*, on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.

No. MC 4405 (Sub-No. 435), filed December 27, 1965. Applicant: DEALERS TRANSIT, INC., 13101 South Torrence Avenue, Chicago 33, Ill. Applicant's representative: James W. Wrape, 2111 Sterick Building, Memphis, Tenn., 38103. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities*, as require special equipment and handling by reason of their unusual weight, bulk, or length; and in connection there-

with *materials and supplies* not of unusual weight, bulk, or length, used or to be used in construction, road building, mining, well drilling (oil, gas, or water), and military or demolition projects, (1) between points in Arizona and Nevada, and points in New Mexico other than points south and east of U.S. Highway 54; (2) between points in California south of the northern boundaries of Mono, Tuolumne, Stanislaus, Santa Clara, and Santa Cruz Counties, on the one hand, and, on the other, points in New Mexico, except points south and east of U.S. Highway 54; and (3) between points in that part of California on and south of a line beginning at the Pacific Ocean and extending in an easterly direction through Monterey, Salinas, Paicines, Mendota, Fresno, Dunlap, and Independence, Calif., to the California-Nevada State line, on the one hand, and, on the other, points in Nevada, except between points in Los Angeles County, Calif., on the one hand, and, on the other, points in Clark and Lincoln Counties, Nev., and points in Nye County, Nev., other than points within 10 miles of Tonopah, Nev., on or south of Nevada Highway 25. **NOTE:** Applicant states that the sole purpose of this application is to remove the 10,000 lb. restriction with respect to each of the above operations now contained in Certificate of Public Convenience and Necessity in MC 4405 Sub No. 400. Applicant is now certificated to conduct such operations, but with such a restriction. Upon the issuance of a certificate authorizing the above operation, applicant agrees (and requests) that its Certificate MC 4405 Sub 400 be amended to exclude duplicate operations. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif.

No. MC 8922 (Sub-No. 5), filed December 13, 1965. Applicant: THE WAHL MOVING & TRANSFER CO., 16100 South Waterloo Road, Cleveland, Ohio. Applicant's representative: Edwin C. Reminger, The Leader Building, Cleveland, Ohio, 44114. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned and preserved foodstuffs*, from Batavia, Bergen Holley, Leicester, Le Roy, and Oakfield, N.Y., to points in Ohio. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Rochester, N.Y.

No. MC 22254 (Sub-No. 47), filed December 22, 1965. Applicant: TRANS-AMERICAN VAN SERVICE, INC., 7540 South Western Avenue, Chicago, Ill., 60620. Applicant's representative: Eugene L. Cohn, One North La Salle Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pianos and piano parts*, between the plantsite of Whitby Brothers Piano, Inc., at or near Ordill, Ill., on the one hand, and, on the other, points in the United States (except Alaska and Hawaii). **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Louisville, Ky.

No. MC 23939 (Sub-No. 159) (Amendment), filed August 30, 1965, published in *FEDERAL REGISTER*, issue of September 22, 1965, amended January 5, 1966, and republished as amended this issue. Applicant: ASBURY TRANSPORTATION CO., a corporation, 2222 East 38th Street, Los Angeles, Calif. Applicant's representative: Warren N. Grossman, 740 Roosevelt Building, 727 West 7th Street, Los Angeles 17, Calif. Authority sought to operate as a *common carrier*, by motor

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

No. MC 11220 (Sub-No. 99), filed December 23, 1965. Applicant: GORDONS TRANSPORTS, INC., 185 West McLemore Avenue, Memphis, Tenn. Applicant's representative: James W. Wrape, 2111 Sterick Building, Memphis, Tenn., 38103. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Birmingham, Ala., and Baton Rouge, La.; from Birmingham over U.S. Highway 11 and/or Interstate Highway 59 to Poplarville, Miss., thence over Mississippi Highway 26 to the Mississippi-Louisiana State line, thence over Louisiana Highway 10 to Bogalusa, La., thence over Louisiana Highway 21 to Covington, La., and thence over U.S. Highway 190 and/or Interstate Highway 12 to Baton Rouge, and return over the same route, serving no intermediate or off-route points, as an alternate route for operating convenience only, in connection with applicant's regular route authority. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Baton Rouge, La.

No. MC 11899 (Sub-No. 17), filed December 13, 1965. Applicant: STEVENS TRUCK LINES, INC., 893 Ridge Road, Webster, N.Y., 14580. Applicant's representative: Raymond A. Richards, 35 Curtice Park, Webster, N.Y., 14580. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned and preserved foodstuffs*, from Batavia, Bergen Holley, Leicester, Le Roy, and Oakfield, N.Y., to points in Ohio. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Rochester, N.Y.

No. MC 22254 (Sub-No. 47), filed December 22, 1965. Applicant: TRANS-AMERICAN VAN SERVICE, INC., 7540 South Western Avenue, Chicago, Ill., 60620. Applicant's representative: Eugene L. Cohn, One North La Salle Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pianos and piano parts*, between the plantsite of Whitby Brothers Piano, Inc., at or near Ordill, Ill., on the one hand, and, on the other, points in the United States (except Alaska and Hawaii). **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Louisville, Ky.

No. MC 23939 (Sub-No. 159) (Amendment), filed August 30, 1965, published in *FEDERAL REGISTER*, issue of September 22, 1965, amended January 5, 1966, and republished as amended this issue. Applicant: ASBURY TRANSPORTATION CO., a corporation, 2222 East 38th Street, Los Angeles, Calif. Applicant's representative: Warren N. Grossman, 740 Roosevelt Building, 727 West 7th Street, Los Angeles 17, Calif. Authority sought to operate as a *common carrier*, by motor

vehicle, over irregular routes, transporting: *Liquefied helium and specially designed dewars*, between points in California, Ohio, Texas, Florida, Mississippi, Louisiana, Alabama, New Mexico, New York, Colorado, Kansas, and Maryland. Note: The purpose of this republication is to add additional territory. If a hearing is deemed necessary, applicant requests it be held at Cleveland, Ohio.

No. MC 25869 (Sub-No. 53), filed December 15, 1965. Applicant: NOLTE BROS. TRUCK LINE, INC., Post Office Box 7184, South Omaha, Nebr. Applicant's representative: Duane W. Acklie, Post Office Box 2028, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Glassware, bottles, and containers*, and (2) *caps, covers and closures*, for glass containers, and fiberboard boxes, when moving in mixed loads with glassware and bottles, and containers, from points in Lake and Will Counties, Ill., to points in Colorado, North Dakota, South Dakota, Nebraska, Minnesota, Iowa, Missouri, Wisconsin and the Upper Peninsula of Michigan. Note: Common control may be involved. If a hearing is deemed necessary, applicant does not specify place of hearing.

No. MC 25869 (Sub-No. 55), filed December 15, 1965. Applicant: NOLTE BROS. TRUCK LINES, INC., Post Office Box 7184, South Omaha, Nebr. 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: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from points in Colorado on and east of U.S. Highway 85 and on and north of U.S. Highway 36, to points in Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, and Wisconsin. Note: If a hearing is deemed necessary, applicant does not specify location.

No. MC 29079 (Sub-No. 23), filed December 27, 1965. Applicant: BRADA MILLER FREIGHT SYSTEM, INC., 1210 South Union Street, Post Office Box 935, Kokomo, Ind., 46901. Applicant's representative: David Axelrod, 39 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Refractory products*, from Mexico, Mo., to points in Indiana, Ohio, and the Lower Peninsula of Michigan. Note: If a hearing is deemed necessary, applicant requests it be held at Jefferson City, Mo.

No. MC 29120 (Sub-No. 82), filed December 27, 1965. Applicant: ALL-AMERICAN TRANSPORT, INC., 1500 Industrial Avenue, Sioux Falls, S. Dak. 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 the site

of the Cooper-Jarrett, Inc., terminal to be constructed on property located on Frontage Road (formerly old U.S. Highway 66) and now parallel to new U.S. Highway 66 and Interstate Highway 55, approximately one-half mile west of County Line Road, in an unincorporated portion of Du Page County, Ill., as an off-route point in connection with applicant's authorized regular route operations, for the purpose of interchanging traffic at said terminal site. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 29886 (Sub-No. 221), filed December 22, 1965. Applicant: DALLAS & MAVIS FORWARDING CO., INC., 4000 West Sample Street, South Bend, Ind., 46221. Applicant's representative: Charles Pieron (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Load-packers*, (2) *garbage truck bodies*, (3) *dump bodies*, (4) *winches*, (5) *hoists*, and (6) *parts* of the commodities described in (1) through (5) above, from Wayne, Mich., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, and Vermont. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 30530 (Sub-No. 7), filed December 27, 1965. Applicant: NORTH EASTERN MOTOR FREIGHT, INC., 5231 Monroe Street, Denver, 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: *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 points in Morgan and Logan Counties, Colo., to points in Arizona, California, Idaho, Colorado, Nevada, New Mexico, Oklahoma, Oregon, Texas, Utah, Washington, and Wyoming. Note: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 30837 (Sub-No. 326), filed December 27, 1965. Applicant: KENOSHA AUTO TRANSPORT CORPORATION, 4519 76th Street, Kenosha, Wis. Applicant's representative: Paul F. Sullivan, 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: *New automobiles*, in secondary movements, by truckaway method, (1) from Selkirk, N.Y., to points in Connecticut, Massachusetts, New Hampshire, New York, Rhode Island, and Vermont, and (2) from Framingham, Mass., to points in Connecticut, Maine, Massachusetts, New Hampshire, and Rhode Island, restricted to transportation of traffic originating at the site of the plant of American Motors Corp. in Kenosha, Wis., having an immediately prior movement by rail. Note: If a

hearing is deemed necessary, applicant requests it be held at Albany, N.Y., or Boston, Mass.

No. MC 30844 (Sub-No. 207), filed December 22, 1965. Applicant: KROBLIN REFRIGERATED EXPRESS, 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: *Glassware*, from Sapulpa, Okla., to points in Minnesota. Note: If a hearing is deemed necessary, applicant requests it be held at Oklahoma City, Okla.

No. MC 31879 (Sub-No. 17), filed December 27, 1965. Applicant: EXHIBITORS FILM DELIVERY & SERVICE CO., INC., 101 West 10th Avenue, North Kansas City, Mo., 64116. Applicant's representative: James W. Wrape, 2111 Sterick Building, Memphis, Tenn., 38103. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except dangerous explosives, household goods as defined by the Commission, in 17 M.C.C. 467, commodities in bulk, and livestock), between Kansas City, Mo., on the one hand, and, on the other, Topeka, Kans., and all points intermediate thereto on U.S. Highway 40. Restrictions: (1) No service shall be rendered in the transportation of any parcels, packages, or articles weighing in the aggregate more than 100 pounds from one consignor at any one location to one consignee at any one location on any one day, and (2) no service shall be rendered in the transportation (a) of microfilm, commercial papers, documents, and written instruments (except coins, currency, and negotiable instruments), as are used in the conduct and operation of banks and banking institutions; (b) of exposed and processed film and prints, complimentary replacement film, and incidental dealer handling supplies (except motion picture film and materials and supplies used in connection with commercial and television motion pictures); and (c) of papers used in the processing of data by computing machines, punch cards, magnetic encoded documents, magnetic tape, punch paper tape, printed reports and documents, and office records. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 31879 (Sub-No. 18), filed December 27, 1965. Applicant: EXHIBITORS FILM DELIVERY & SERVICE CO., INC., 101 West 10th Avenue, North Kansas City, Mo., 64116. Applicant's representative: James W. Wrape, 2111 Sterick Building, Memphis, Tenn., 38103. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, excluding livestock and commodities in bulk, between Kansas City, Kans., on the one hand, and, on the other, points in Adair, Andrew, Atchison, Barry, Barton, Bates, Benton, Boone, Buchanan, Caldwell, Callaway, Camden, Carroll, Cass, Cedar, Chariton, Christian, Clay, Clinton, Cole, Cooper, Dade, Dallas, Daviess, De Kalb, Gentry, Greene, Grundy, Har-

NOTICES

rison, Henry, Hickory, Holt, Howard, Jackson, Jasper, Johnson, Laclede, Lafayette, Lawrence, Linn, Livingston, McDonald, Macon, Mercer, Miller, Moniteau, Morgan, Newton, Nodaway, Pettis, Platte, Polk, Putnam, Randolph, Ray, St. Clair, Saline, Schuyler, Stone, Sullivan, Taney, Vernon, Webster, and Worth Counties, Mo. Restriction: No service shall be rendered in the transportation of any package or article weighing in excess of 100 pounds per package or article, nor in excess of 100 pounds per shipment per day from one consignor at one location to one consignee at one location. Note: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 35334 (Sub-No. 62), filed December 23, 1965. Applicant: COOPER-JARRETT, INC., 23 South Essex Avenue, Orange, N.J. Applicant's representative: William Biederman, 280 Broadway, New York, N.Y., 10007. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods* from Kansas City, Kans., to points in New York, New Jersey, Pennsylvania, Maryland, Ohio, and the District of Columbia. Note: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Kans.

No. MC 35469 (Sub-No. 32), filed December 27, 1965. Applicant: MODERN TRANSFER CO., INC., 1300 Hanover Avenue, Allentown, Pa. Applicant's representative: P. F. Gilligan (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry cement*, in bulk, in pneumatic type tank vehicles, from Northampton, Pa., to Marietta, Ohio. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 41915 (Sub-No. 30), filed December 21, 1965. Applicant: MILLER'S MOTOR FREIGHT, INC., 1130 Zinn's Quarry Road, York, Pa. Applicant's representative: S. Harrison Kahn, Suite 733, Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, which do not require the use of special equipment when moving in the same shipment or in the same vehicle with commodities which because of size or weight require the use of special equipment, (1) from York, Pa., to Martinsburg, W. Va., and points in Delaware, Maryland, New Jersey, New York, and Ohio, and (2) between York, Pa., and points in Pennsylvania within 25 miles of York, on the one hand, and, on the other, Chillicothe, Ohio, and points in Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, points in that part of Virginia north of U.S. Highway 60 and east of U.S. Highway 11, and points in that part of West Virginia north of U.S. Highway 50, and the District of Columbia, including points on the indicated portions of the highways specified. Note: Applicant states it is authorized to transport machinery from and to all points involved in the proposed operation. No addi-

tional territorial authority is sought. If a hearing is deemed necessary, applicant requests it be held at Harrisburg, Pa.

No. MC 42963 (Sub-No. 38), filed January 3, 1966. Applicant: DANIEL HAMM DRAYAGE COMPANY, a corporation, Second and Tyler Streets, St. Louis, Mo. Applicant's representative: Ernest A. Brooks II, 1301-02 Ambassador Building, St. Louis, Mo., 63101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) (a) *Commodities*, the transportation of which, because of size or weight, require the use of special equipment, (b) *commodities* which do not require the use of special equipment when moving in the same shipment or in the same vehicle with commodities the transportation of which, because of size or weight, require the use of special equipment, between points in Missouri, Illinois, Arkansas, Indiana, Iowa, Kentucky, Tennessee, and Ohio; and (2) (a) *commodities*, the transportation of which because of size, weight, or shape require the use of special equipment or special handling (except pipe, pipeline machinery, equipment, and supplies incidental to and used in connection with the construction, operation, repair, servicing and dismantling of pipelines and the stringing or picking up thereof), and (b) *commodities* which do not require the use of special equipment when moving in the same shipment or in the same vehicle with commodities, the transportation of which because of size, weight, or shape require the use of special equipment or special handling (except pipe, pipeline machinery, equipment, and supplies incidental to and used in connection with the construction, operation, repair, servicing and dismantling of pipelines and the stringing or picking up thereof), between Cairo and Hartford, Ill., Paducah, Ky., and St. Charles, Mo., and other points in Missouri on and east of a line beginning at the Mississippi River and extending along U.S. Highway 67 to junction U.S. Bypass Highway 67. Thence along U.S. Bypass Highway 67 to junction U.S. Highway 61, thence along U.S. Highway 61 to the Missouri-Arkansas State line, on the one hand, and, on the other, points in Louisiana, Oklahoma, and Texas (except airplanes and airplane parts, not including engines, between Grand Prairie and Garland, Tex., on the one hand, and, on the other, St. Louis, Mo.). Note: Applicant states that the above proposed operations shall be restricted in that none of it shall be tacked or joined with any authority otherwise held by carrier for the purpose of providing through service between points in Louisiana, Oklahoma, and Texas, on the one hand, and, on the other, points in Iowa, Missouri, Arkansas, Illinois, Ohio, Kentucky, and Tennessee, other than those specifically named. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo., or Chicago, Ill.

No. MC 52709 (Sub-No. 276), filed December 13, 1965. Applicant: RINGSBY TRUCK LINES, INC., 3201 Ringsby

Court, Denver, Colo., 80216. 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: *Meats, meat products, meat byproducts, and articles distributed by meat packing houses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles), from Salina, Kans., to points in Arizona, California, Colorado, Delaware, Idaho, Illinois, Indiana, Maryland, Michigan, Nevada, New Jersey, New York, Ohio, Oregon, Pennsylvania, Utah, Washington, and West Virginia. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 52709 (Sub-No. 277), filed December 27, 1965. Applicant: RINGSBY TRUCK LINES, INC., 3201 Ringsby Court, Denver, Colo., 80216. Applicant's representative: Marion F. Jones, 420 Denver Club Building, Denver, Colo., 80202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packing houses*, 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 points in Morgan and Logan Counties, Colo., to points in Arizona, California, Colorado, Connecticut, Idaho, Illinois, Indiana, Maryland, Michigan, Massachusetts, Missouri, Nebraska, Nevada, New Jersey, New York, Ohio, Oregon, Pennsylvania, Utah, Washington, D.C., Washington, and Wisconsin. Note: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 52751 (Sub-No. 55), filed December 21, 1965. Applicant: ACE LINES, INC., 4143 East 43d Street, Des Moines, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut, Des Moines, Iowa, 50316. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, as described in appendix V to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and in connection therewith, *equipment, materials, and supplies*, used in the installation and erection thereof, between Des Moines, Iowa, and points in Illinois, Iowa, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 52932 (Sub-No. 10), filed December 20, 1965. Applicant: NORTH PENN TRANSFER, INC., Box 230, Lansdale, Pa. Applicant's representative: John W. Frame, Post Office Box 626, Camp Hill, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (a) *Machinery* requiring the use of special equipment, and (b) *machinery parts*, which do not require the use of

special equipment, when moving in the same shipment or the same vehicle with machinery, between Philadelphia, Pa., and points in Delaware, Montgomery, and Bucks Counties, Pa. (except points in Bristol and Falls Township), Upper Saucon, Lower Macungie and Lower Milford Townships, Lehigh County, Pa., Colebrookdale, Hereford and Washington Townships, Berks County, Pa., and Coventry, East Vincent, West Vincent, East Pikeland, West Pikeland, Charlesstown, Willistown, Easttown, North Coventry and East Coventry Townships, Chester County, Pa. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 55811 (Sub-No. 85), filed December 27, 1965. Applicant: CRAIG TRUCKING, INC., Albany, Ind. Applicant's representative: Howell Ellis, Suite 710-712, Fidelity Building, 111 Monument Circle, Indianapolis, Ind., 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper and paper products*, from Ypsilanti, Mich., to points in Indiana, Illinois, and Ohio. Note: If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich.

No. MC 60014 (Sub-No. 16), filed December 13, 1965. Applicant: AERO TRUCKING, INC., Box 278, Rural Delivery 1, Oakdale, Pa. Applicant's representatives: A. Charles Tell and Noel F. George, Columbus Center, 100 East Broad Street, Columbus, Ohio, 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities* which do not require the use of special equipment when moving in the same shipment or in the same vehicle with commodities which because of size or weight require the use of special equipment, between points in Massachusetts on and east of U.S. Highway 5, on the one hand, and, on the other, points in Connecticut, Rhode Island, and New Hampshire. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 60014 (Sub-No. 17), filed December 13, 1965. Applicant: AERO TRUCKING, INC., Box 278, Rural Delivery 1, Oakdale, Pa. Applicant's representative: A. Charles Tell, 100 East Broad Street, Columbus, Ohio, 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, which do not require the use of special equipment when moving in the same shipment or in the same vehicle with commodities which, because of size or weight, require the use of special equipment, (1) between points in that part of Ohio on and east of a line extending from Mansfield to Pomeroy, Ohio, along Ohio Highway 13 to junction U.S. Highway 33, thence along U.S. Highway 33 to Pomeroy, and on and south of U.S. Highway 30 extending from Mansfield to the Ohio-West Virginia State line (except points in Licking County, Ohio), on the one hand, and, on the other, points in Pennsylvania, New York, West Virginia, Indiana, Illi-

inois, Michigan, and Wisconsin; (2) between Boston, Mass., and points in Massachusetts within 35 miles of Boston, on the one hand, and, on the other, points in Connecticut, Maine, Massachusetts, New Hampshire, New York, Vermont, and Rhode Island; (3) between points in Columbiana, Cuyahoga, Mahoning, Summit, and Trumbull Counties, Ohio, on the one hand, and, on the other, points in Maryland, those in Pennsylvania on and west of a line extending from the Pennsylvania-Maryland State line north along unnumbered highway to York, Pa., thence along U.S. Highway 111 to Harrisburg, thence north along Pennsylvania Highway 14 to Trout Run, Pa., thence along U.S. Highway 15 to the Pennsylvania-New York State line, those in Erie County, N.Y., and those in Brooke, Hancock, Marshall, and Ohio Counties, W. Va.; (4) from points in Columbiana, Trumbull, and Mahoning Counties, Ohio, to points in Illinois, Indiana, and the Lower Peninsula of Michigan; and (5) from points in Illinois, Indiana, and the Lower Peninsula of Michigan, to points in Columbiana, Trumbull, and Mahoning Counties, Ohio. Note: If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 61396 (Sub-No. 151), filed December 22, 1965. Applicant: HERMAN BROS., INC., 2501 North 11th Street, Omaha, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, from the plantsite of River Cement Co. at Memphis, Tenn., to points in Mississippi. Note: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 61396 (Sub-No. 152), filed December 27, 1965. Applicant: HERMAN BROS. INC., 2501 North 11th Street, Omaha, Nebr. Applicant's representative: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr., 68102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquified petroleum gas*, from Mid-America Pipeline Terminal located 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 61592 (Sub-No. 63), filed December 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: *Overhead carriers, and material handling equipment*, from points in Iowa to points in the United States including Alaska but excluding Hawaii, and *material used in the manufacture* of said commodities on return. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Des Moines, Iowa.

No. MC 64932 (Sub-No. 394), filed December 13, 1965. Applicant: ROG-

ERS CARTAGE CO., a corporation, 1439 West 103d Street, Chicago, Ill. Applicant's representative: Carl L. Steiner, 39 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum, petroleum products, and liquid chemicals*, from Seneca, Ill., to points in Delaware, Indiana, Kentucky, Maryland, Michigan, New Jersey, New York, Ohio, Pennsylvania, Tennessee (except Kingsport), Virginia, West Virginia, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 64932 (Sub-No. 395), filed December 27, 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., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lubricating oil additives*, in bulk, in tank vehicles, from Painesville and Wickliffe, Ohio, to East St. Louis and Monsanto, Ill., and St. Louis and Kansas City, Mo. Note: If a hearing is deemed necessary, applicant requests it be held at Cleveland, Ohio.

No. MC 64932 (Sub-No. 396), filed December 27, 1965. Applicant: ROGERS CARTAGE CO., a corporation, 1439 West 103d Street, Chicago, Ill. Applicant's representative: David Axelrod, 39 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plasticizers*, in bulk, in tank vehicles, from Toledo, Ohio, and points within five (5) miles thereof to points in Connecticut, Illinois, Indiana, Kentucky, Maine, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, West Virginia, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 65626 (Sub-No. 13) (Amendment), filed December 6, 1965, published FEDERAL REGISTER issue of December 23, 1965, amended January 11, 1965, and republished as amended this issue. Applicant: FREDONIA EXPRESS, INC., Post Office Box 222, Fredonia, N.Y. Applicant's representative: E. Stephen Heisley, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned and preserved foodstuffs*, from North East, Pa., to Fredonia, N.Y. Note: Applicant states that it proposes to tack the instant authority with that presently held wherein it is authorized to serve from Fredonia, N.Y., to points in Pennsylvania and New Jersey. The purpose of this amendment is to show the information contained in the note. If a hearing is deemed necessary, applicant requests it be held at Buffalo, N.Y.

No. MC 67450 (Sub-No. 17), filed December 17, 1965. Applicant: PETERLIN CARTAGE CO., 9651 South Ewing Avenue, Chicago, Ill. Applicant's representative: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Au-

NOTICES

thority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Starch*, in bulk, from Hammond, Ind., to points in Illinois, Wisconsin, Minnesota, Iowa, Missouri, and Kentucky. *NOTE*: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 67450 (Sub-No. 18), filed December 13, 1965. Applicant: PETER-LIN CARTAGE CO., a corporation, 9651 South Ewing Avenue, Chicago, Ill. Applicant's representative: Joseph M. Scanlan, 111 West Washington Street, Chicago, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Food products, and material, supplies and advertising matter*, when moving in conjunction therewith, from Lancaster, Ohio, to Buffalo, N.Y., Pittsburgh, Pa., Louisville, Ky., St. Louis, Mo., and points in Illinois, Indiana, and the Lower Peninsula of Michigan. *NOTE*: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 73464 (Sub-No. 101), filed December 13, 1965. Applicant: JACK COLE COMPANY, a corporation, 1900 Vanderbilt Road, Birmingham, Ala. 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), (1) between Detroit and Bay City, Mich., from Detroit over Interstate Highway 75 to Saginaw, thence over Michigan Highway 13 to Bay City, serving the intermediate points of Flint, Pontiac, and Troy and the off-route points of Ann Arbor, East Lansing, Jackson, Lansing, Midland, Swartz Creek, Willow Run, and Ypsilanti, and serving Detroit for joinder only, and (2) between Toledo, Ohio, and Bay City, Mich., from Toledo over U.S. Highway 223 to junction U.S. Highway 23, thence over U.S. Highway 23 to junction Interstate Highway 75, thence over Interstate Highway 75 to junction Michigan Highway 13, thence over Michigan Highway 13 to Bay City, serving the intermediate points of Ann Arbor, Flint, Ypsilanti, and Saginaw, and the off-route points of East Lansing, Jackson, Lansing, Midland, Pontiac, Swartz Creek, Troy, and Willow Run, and serving Toledo for joinder only. *NOTE*: If a hearing is deemed necessary, applicant requests it be held at Birmingham, Ala.

No. MC 76032 (Sub-No. 203), filed December 27, 1965. Applicant: NAVAJO FREIGHT LINES, INC., 1205 South Platte River Drive, Denver, Colo., 80223. Applicant's representative: O. Russell Jones, 207 Bokum Building, 142 West Palace Avenue, Santa Fe, N. Mex., 87501. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities, including classes A and B explosives*, (except household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment and those commodities, the transporta-

tion of which the shipper requires carrier to furnish armed guards or armored equipment), between Barstow, Calif., and Las Vegas, Nev., over Interstate Highway 15 (U.S. Highway 91), serving no intermediate points. *Restriction*: Service over the proposed route above will be restricted against the transportation of shipments originating at or destined to Los Angeles, Calif., and points in the commercial zone thereof. *NOTE*: If a hearing is deemed necessary, applicant requests it be held at Las Vegas, Nev., or Los Angeles, Calif.

No. MC 83539 (Sub-No. 167), filed December 21, 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 Sixth Street, Oklahoma City, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Conduit or pipe*, including couplings, rings or fittings, when moving in connection therewith, from Waukegan, Ill., to points in Iowa, Kansas, Minnesota, Mississippi, Nebraska, North Dakota, South Dakota, and Tennessee. *NOTE*: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 84528 (Sub-No. 17), filed December 20, 1965. Applicant: AUTOMOBILE TRANSPORT COMPANY OF CALIFORNIA, 1650 West 139 Street, Gardena, Calif., 90249. Applicant's representative: R. Y. Schureman, 1010 Wilshire Boulevard, Los Angeles, Calif., 90017. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used automobiles, and used trucks* not exceeding three-quarter (3/4) ton capacity, with or without baggage and personal effects, in secondary movements, in driveway service, between points in the United States (except points in Alaska and Hawaii). *NOTE*: If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif., or Chicago, Ill., if held on concurrent hearing with similar application, otherwise, applicant desires hearing be set at Los Angeles, Calif.

No. MC 95876 (Sub-No. 48), filed December 13, 1965. Applicant: ANDERSON TRUCKING SERVICE, INC., 203 Cooper Avenue North, St. Cloud, Minn. 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: (1) *Commodities* requiring specialized handling or rigging because of size or weight and (2) *commodities or articles* which do not require specialized handling or rigging because of size or weight when moving in the same shipment or in the same vehicle with commodities requiring specialized handling or rigging because of size or weight, between points in Minnesota, on the one hand, and, on the other, points in Iowa and Wisconsin. *NOTE*: Applicant presently holds authority in (1) above and is not requesting any extension of territory. Applicant is seeking only an

extension of authority in (2) above. If a hearing is deemed necessary, applicant does not specify place of hearing.

No. MC 102401 (Sub-No. 9), filed December 20, 1965. Applicant: TAYLOR HEAVY HAULING, INC., 20601 West Ireland Road, South Bend, Ind. Applicant's representative: Ferdinand Born, 1017-19 Chamber of Commerce Building, Indianapolis, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities requiring special equipment and special handling*, and (2) *commodities which do not require the use of special equipment and special handling when moving in the same shipment or in the same vehicle with commodities which require special handling and special equipment*, between points in Will, Cook, Kankakee, Iroquois, Vermillion, Lake, Du Page, Boone, McHenry, Kane, De Kalb, Kendall, La Salle, Grundy, Livingston, and Ford Counties, Ill., Lake, Porter, La Porte, St. Joseph, Elkhart, Newton, Benton, Warren, Carroll, Starke, Pulaski, Fulton, Marshall, Kosciusko, Tippecanoe, Cass, Jasper, and White Counties, Ind., and Berrien, Cass, St. Joseph, Van Buren, Allegan, and Barry Counties, Mich. *NOTE*: Applicant states it presently holds the authority in (1) above and seeks no extension of territory, and is seeking only an extension of authority as set forth in (2) above. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 102567 (Sub-No. 109), filed December 20, 1965. Applicant: EARL CLARENCE GIBBON, doing business as EARL GIBBON PETROLEUM TRANSPORT, 235 Benton Road, Post Office Drawer 5357, Bossier City, La. Applicant's representative: Jo E. Shaw, Bettes Building, Houston, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids, chemicals, fertilizer and fertilizer materials*, in bulk, from points in Phillips County, Ark., to points in Arkansas, Illinois, Indiana, Kansas, Kentucky, Louisiana, Mississippi, Missouri, Oklahoma, Tennessee, and Texas. *NOTE*: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Houston, Tex.

No. MC 103880 (Sub-No. 354), filed December 23, 1965. Applicant: PRODUCERS TRANSPORT, INC., 215 East Waterloo Road, Akron, Ohio. Applicant's representative: Carl L. Steiner, 39 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer ingredients*, in bulk, from Joliet, Ill., to points in Iowa, Michigan, Wisconsin, Indiana, Illinois, Kentucky, Ohio, and Missouri. *NOTE*: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 105809 (Sub-No. 11), filed December 27, 1965. Applicant: ROBERT E. MACK, EDWARD F. MACK, JOSEPH P. HOEY, ALBERT ROLAND FUNK, CARL BROWN, HARRY ROBSON, AND JOHN BALLOCK, a partnership, doing business as MACK TRANSPORTATION

COMPANY, 4330 Torresdale Avenue, Philadelphia, Pa., 19124. Applicant's representative: V. Baker Smith, 2107 Fidelity-Philadelphia Trust Building, Philadelphia, Pa., 19109. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, between the facilities of the Philco Distributors, Inc., located at King of Prussia, Montgomery County, Pa., on the one hand, and, on the other, points in the New York, N.Y., commercial zone, as defined by the Commission in 1 M.C.C. 665, and those in New Jersey, Pennsylvania, Delaware, Maryland, and the District of Columbia. Restriction: The service sought will be limited to a service in which said carrier leases trucks with drivers to Philco Distributors, Inc., for the exclusive transportation of such shipper's property. Note: Applicant is also authorized to conduct operations as a common carrier in Docket No. MC 10223, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Philadelphia, Pa.

No. MC 107107 (Sub-No. 356), filed December 20, 1965. Applicant: ALTERMANN 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, from Salina, Kans., to points in Alabama, Florida, Georgia, North Carolina, South Carolina, and Tennessee (except Memphis). Note: The applicant states the proposed service to be restricted to traffic originating at the plantsite or storage facilities of Beverly Packing Co. If a hearing is deemed necessary, applicant requests it be held at Salina, Kans., or Washington, D.C.

No. MC 107403 (Sub-No. 662), filed December 22, 1965. Applicant: MATLACK, INC., 10 West Baltimore Avenue, Lansdowne, Pa., 19050. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry bulk commodities*, between points in Onondaga County, N.Y., on the one hand, and, on the other, points in Carbon, Lackawanna, and Schuylkill Counties, Pa., and Baltimore, Md. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 107403 (Sub-No. 664), filed December 27, 1965. Applicant: MATLACK, INC., 10 West Baltimore Avenue, Lansdowne, Pa., 19050. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salt cake*, in bulk, from Baltimore, Md., to points in Pennsylvania. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 107496 (Sub-No. 438), filed December 27, 1965. Applicant: RUAN TRANSPORT CORPORATION, Keosau-

qua 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: *Liquid fertilizer* in bulk, in tank vehicles, from Corydon, Iowa, to points in Missouri. Note: Applicant owns and controls all the outstanding stock of Illinois-Ruan Transport Corp., a common carrier which operates under Certificate No. MC 6011, and subs thereunder, therefore, common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 107496 (Sub-No. 439), filed December 22, 1965. Applicant: RUAN TRANSPORT CORPORATION, Keosauqua Way at Third, Post Office Box 855, 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: *Fertilizer, fertilizer ingredients, fertilizer compounds and sulfuric acid*, from the plantsite of El Paso Natural Gas Co. near Conda, Idaho, to points in Arizona, California, Colorado, Kansas, Montana, Nebraska, Nevada, South Dakota, Utah, Wyoming, and New Mexico. Note: If a hearing is deemed necessary, applicant requests it be held at Billings, Mont.

No. MC 107496 (Sub-No. 440), filed December 27, 1965. Applicant: RUAN TRANSPORT CORPORATION, Keosauqua Way at Third, Post Office Box 855, Des Moines, Iowa. Applicant's representative: H. L. Fabritz (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer ingredients*, including, but not limited to, fertilizer slurry, in bulk, from Fonda, Iowa, and points within 5 miles thereof, to points in Minnesota, Nebraska, and Missouri. Note: If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 107698 (Sub-No. 41), filed December 20, 1965. Applicant: BONANZA, INC., Post Office Box 5526, Midwest City, Okla. Applicant's representative: Wilburn L. Williamson, 443-54 American Building, Oklahoma City 2, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts, dairy products and articles distributed by meat packinghouses*, as described in sections A, B, and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Wichita, Kans., to points in Kansas, Arizona, Arkansas, California, Colorado, Louisiana, Missouri, Oklahoma, and Texas. Note: If a hearing is deemed necessary, applicant requests it be held at Wichita, Kans.

No. MC 107839 (Sub-No. 101), filed December 20, 1965. Applicant: DENVER-ALBUQUERQUE MOTOR TRANSPORT, INC., 5135 York Street, Denver, 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: *Meats, meat products, meat byproducts, dairy products and articles distributed by meat packinghouses*, as defined in sections A, B, and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Denver, Colo., to points in New Mexico. Note: Applicant states it presently is authorized to serve most of the larger cities in New Mexico and is seeking no duplicating authority. This application is for the purpose of enabling it to furnish shipper complete service throughout the State. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

routes, transporting: *Meats, meat products, meat byproducts, dairy products and articles distributed by meat packinghouses*, as defined in sections A, B, and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Denver, Colo., to points in New Mexico. Note: Applicant states it presently is authorized to serve most of the larger cities in New Mexico and is seeking no duplicating authority. This application is for the purpose of enabling it to furnish shipper complete service throughout the State. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 107839 (Sub-No. 102), filed December 27, 1965. Applicant: DENVER-ALBUQUERQUE MOTOR TRANSPORT, INC., 5135 York Street, Denver, 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: *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 Alabama, Florida, Louisiana, Mississippi, New Mexico, Oklahoma, and Texas. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 107993 (Sub-No. 13), filed December 27, 1965. Applicant: J. J. WILLIS TRUCKING COMPANY, a corporation, 306 East Second Street, Post Office Box 2112, Odessa, Tex. Applicant's representative: Thomas E. James, 721 Brown Building, Austin, Tex., 78701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities* (other than machinery, equipment, materials, and supplies used in or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas, and petroleum and their products and by-products, and machinery, materials, equipment, and supplies used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, including the stringing and picking up thereof) which, because of size or weight, require the use of special equipment, and (2) *commodities* (other than machinery, equipment, materials, and supplies used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and by-products, and machinery, materials, equipment, and supplies, used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, including the stringing and picking up thereof) which do not require special equipment when moving in the same shipment or same

NOTICES

vehicle with commodities (other than machinery, equipment, materials, and supplies used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and byproducts, machinery, materials, equipment, and supplies, used in, or in connection with, the construction, operation, repair, servicing, maintenance and dismantling of pipelines, including the striking and picking up thereof) which, because of size or weight require the use of special equipment, between points in Texas, New Mexico, and Arizona. **NOTE:** Applicant states that it presently holds the authority in (1) above and seeks no extension of territory. Applicant states that it is seeking only an extension of authority in (2) above. Applicant states that it intends to tack any grant of authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 108119 (Sub-No. 10), filed December 13, 1965. Applicant: E. L. MURPHY TRUCKING CO., 2330 West County Road C, St. Paul, Minn. 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: (A) (1) *commodities which, because of unusual size or weight, require special handling and the use of special equipment*, between points in Minnesota, on the one hand, and, on the other, points in Iowa, North Dakota, South Dakota, Wisconsin, and the Upper Peninsula of Michigan; (2) *commodities or articles which do not require special handling and the use of special equipment when moving in the same shipment or in the same vehicle with commodities, which because of unusual size or weight, require special handling and the use of special equipment*, between points in Minnesota, on the one hand, and, on the other, points in Iowa, North Dakota, South Dakota, Wisconsin, and the Upper Peninsula of Michigan; (B) (1) *commodities, which, because of size or weight, require special handling or the use of special equipment*, (a) between points in Minnesota, on the one hand, and, on the other, points in Montana, Missouri, Illinois, Indiana, Ohio, and the Lower Peninsula of Michigan; (b) between points in Minnesota; (2) *commodities or articles which do not require special handling or the use of special equipment when moving in the same shipment or in the same vehicle with commodities which, because of size or weight, require special handling or the use of special equipment*, between points in Minnesota, on the one hand, and, on the other, points in Montana, Missouri, Illinois, Indiana, Ohio, and the Lower Peninsula of Michigan; (C) (1) *airplane engines, wings, and wing flaps which do not require special handling or the use of special equipment when moving in the same shipment or in the same vehicle with airplane engines, wings, and wing flaps, which, because of size or weight require special handling or the*

use of special equipment, between points in Montana, North Dakota, Minnesota, Iowa, Wisconsin, Illinois, Michigan, Indiana, and Ohio.

(D) (1) *commodities (other than farm machinery), which because of size or weight, require special handling or the use of special equipment, and related parts, materials, and supplies when their transportation is incidental to the transportation by carrier of commodities which, by reason of size or weight, require special or the use of special equipment*, between points in Minnesota, on the one hand, and, on the other, points in the United States (except points in Montana, North Dakota, South Dakota, Iowa, Missouri, Wisconsin, Illinois, Michigan, Indiana, Minnesota, Ohio, Washington, Oregon, and Idaho), restricted against the transportation of stone from points in Le Sueur, Blue Earth, and Nicollet Counties, Minn.; (2) *commodities (other than farm machinery), which do not require special handling or the use of special equipment when moving in the same shipment or in the same vehicle with commodities which, because of size or weight, require special handling or the use of special and related materials, parts and supplies when their transportation is incidental to the foregoing commodities*, between points in Minnesota on the one hand, and, on the other, points in the United States (except points in Montana, North Dakota, South Dakota, Iowa, Missouri, Wisconsin, Illinois, Michigan, Indiana, Minnesota, Ohio, Washington, Oregon, and Idaho), restricted against the transportation of stone from points in Le Sueur, Blue Earth, and Nicollet Counties, Minnesota. **NOTE:** Applicant presently holds the authority in (A) (1), (B) (1), (C) (1), and (D) (1) above and is not requesting any extension of that authority. Applicant is seeking only an extension of authority as described in (A) (2), (B) (2), (C) (2), and (D) (2) above. The authority described in (A) (1), (B) (1), (C) (1), and (D) (1) above are separate grants of authority now embraced on Certificate MC-108119 issued August 13, 1957, and applicant does not tack these authorities. It intends to tack, where permissible, as separate grants of authority, the new authorities in (A) (2), (B) (2), (C) (2), and (D) (2). If a hearing is deemed necessary, applicant does not specify any particular area.

No. MC 109891 (Sub-No. 5), filed December 16, 1965. Applicant: INFINGER TRANSPORTATION COMPANY, INC., Post Office Box 4296, Charleston Heights, S.C. Applicant's representative: Frank A. Graham, Jr., 707 Security Federal Building, Columbia, S.C., 29201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Asphalt plants and component parts thereof*, (1) from points in Georgia to points in North Carolina and South Carolina; (2) from points in North Carolina to points in South Carolina and Georgia; (3) from points in South Carolina to points in North Carolina and Georgia. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Columbia, S.C.

No. MC 110525 (Sub-No. 763), filed December 22, 1965. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's representative: Leonard A. Jaskiewicz, 1155 15th Street NW, Madison Building, Washington, D.C., and Edwin H. van Deusen (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from Camden, N.J., to Johnsonburg, Pa. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 110525 (Sub-No. 764), filed December 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., 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: *Chemicals*, in bulk, in tank vehicles, from Cincinnati, Ohio, to Wyandotte, Mich. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 110525 (Sub-No. 765), filed December 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., 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: *Poly vinyl chloride*, dry, in bulk, in tank or hopper vehicle, from Pottstown, Pa., to Trenton, N.J. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 110592 (Sub-No. 1), filed December 20, 1965. Applicant: LINWOOD R. T. GARRETT, doing business as GARRETT & CO., 1814 High Point Avenue, Richmond, Va., 23230. Applicant's representative: Frank H. Floyd, 403 Ellsworth Drive, Silver Spring, Md., 20910. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Construction and road building materials, supplies, and equipment* which do not require the use of special equipment, when moving in the same shipment, or same vehicle with articles that require the use of special equipment, between Richmond, Va., and points in Hanover, Chesterfield, and Henrico Counties, Va., on the one hand, and, on the other, points in North Carolina, South Carolina, Tennessee, Georgia, West Virginia, Pennsylvania, New Jersey, and New York. **NOTE:** Applicant states that he presently holds the authority to transport construction and road building materials, supplies, and equipment, the transportation of which, because of size or weight, requires the use of special equipment, to the above named destination and origin points, and therefore is seeking no extension of territory. Applicant is seeking only an extension of

the commodity description. If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 111170 (Sub-No. 105), filed December 27, 1965. Applicant: WHEELING PIPE LINE, INC., Post Office Box 1718, El Dorado, Ark. Applicant's representative: Thomas Harper, Kelley Building, Post Office Box 43, Fort Smith, Ark., 72902. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids, chemicals fertilizer, fertilizer materials and ingredients*, from Helena, Ark., to points in Arkansas, Louisiana, Texas, Mississippi, Alabama, Tennessee, Kansas, Kentucky, Missouri, Oklahoma, Iowa, and Illinois. *NOTE:* If a hearing is deemed necessary, applicant requests it be held at Little Rock, Ark.

No. MC 111231 (Sub-No. 96) (Amendment), filed November 17, 1965, published in *FEDERAL REGISTER* issue of December 9, 1965, and republished as amended this issue. 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: *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:* The purpose of this re-publication is to clearly set forth the authority sought. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 111231 (Sub-No. 110), filed December 27, 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: *Iron and steel and iron and steel articles*, between points in Pennsylvania, Ohio, West Virginia, Indiana, Illinois, Wisconsin, and Michigan. *NOTE:* If a hearing is deemed necessary, applicant does not specify a location.

No. MC 111397 (Sub-No. 73), filed December 27, 1965. Applicant: DAVIS TRANSPORT, INC., 1345 South Fourth Street, Paducah, Ky. Applicant's representative: Herbert S. Melton, Jr., Suite 215 Katterjohn Building, Box 1824, Avondale Station, Paducah, Ky., 42002. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Carbon black, in bulk, in specialized hopper dump vehicles*, from points in Kay County, Okla., to points in Graves County, Ky. *NOTE:* If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky.

No. MC 111729 (Sub-No. 125), filed December 28, 1965. Applicant: ARMORED CARRIER CORPORATION, 222-17 Northern Boulevard, Bayside, N.Y. Applicant's representative: Russel S. Bernhard, Commonwealth Building,

1625 K Street NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Exposed and processed film and prints, complimentary replacement film, incidental dealer handling supplies consisting of labels, envelopes, and packaging materials, and advertising literature* moving therewith (excluding motion picture film used primarily for commercial theater and television exhibition), between Alexandria, Va., and Wilmington, Del. *NOTE:* Applicant holds contract carrier authority under MC 112750 and subs thereto, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 111831 (Sub-No. 6), filed December 23, 1965. Applicant: SAMUEL STANGLE, Post Office Box 56, Martinsville, N.J. Applicant's representative: Morton E. Kiel, 140 Cedar Street, New York, N.Y., 10006. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Automotive accessories, parts and supplies, and commodities dealt in by service stations, and in connection therewith, equipment, materials and supplies*, used in service stations (except commodities in bulk, in tank vehicles), between the warehouse of Gulf Oil Corp. or Gulf Tire and Supply Co. located in Bristol Township, Pa., and points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, West Virginia and that part of Pennsylvania on and west of a line beginning at the Pennsylvania-Maryland State line, thence along the Susquehanna River to a point near Sunbury, Pa., thence along the West Branch of the Susquehanna River to a point near Jersey Shore, thence along Pennsylvania Highway 44 to the Pennsylvania-New York State line. *NOTE:* Applicant states that the above proposed operation is to be under a continuing contract with Gulf Oil Corp. and Gulf Tire and Supply Co. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 111956 (Sub-No. 12), filed December 28, 1965. Applicant: SUWAK TRUCKING COMPANY, a corporation, 1105 Fayette Street, Washington, Pa. Applicant's representative: Henry M. Wick, Jr., 1515 Park Building, Pittsburgh, Pa., 15222. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, and except dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment), between points in Seneca County, Ohio, on the one hand, and, on the other, points in Allegheny, Beaver, Fayette, Greene, Washington, and Westmoreland Counties, Pa., and points in Ohio County, W. Va. *NOTE:* If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 112148 (Sub-No. 40), filed December 21, 1965. Applicant: JAMES H. POWERS, INC., Melbourne, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut, Des Moines, Iowa, 50316. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products, articles distributed by meat packinghouses, and such commodities as are used by meatpackers* in the conduct of their business when destined to and for use by meatpackers, as described in 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), between Tama, Iowa, and points within five (5) miles thereof, on the one hand, and, on the other, points in Illinois, Indiana, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota, Wisconsin, and those points in that part of New York on and west of a line beginning at Oswego, thence along New York Highway 57 to junction with Interstate Highway 81 and thence along Interstate Highway 81 to the New York-Pennsylvania State line. *NOTE:* If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 112750 (Sub-No. 218), filed December 15, 1965. Applicant: ARMORED CARRIER CORPORATION, 222-17 Northern Boulevard, Bayside, N.Y. Applicant's representative: Claude J. Jasper, Suite 301, 111 South Fairchild Street, Madison, Wis. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Commercial papers, documents and written instruments, including originals and copies of checks, drafts, notes, money orders, travelers' checks and canceled bonds, and accounting papers relating thereto, including originals and copies of cash letters, letters of transmittal summary sheets, adding machine tapes, deposit records, withdrawal slips, and debit and credit records* (except coin, currency, bullion, and negotiable securities), (1) between St. Louis, and Hannibal, Mo., (2) between Kansas City, Mo., on the one hand, and, on the other, points in Kansas, and (3) between Kansas City, and St. Joseph, Mo., on the one hand, and, on the other, Omaha, Nebr. *NOTE:* Applicant has common carrier authority under MC 111729 and subs thereunder, therefore, dual operations may be involved. It is further noted that applicant states in view of the Commission's decision in its Sub-No. 73 case, as it now stands, it is believed that the service may be treated in nature of common carriage, rather than contract carrier as requested above, and it will accept either status and intends to present evidence pertaining to section 210 in view of Sub-No. 73 findings. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 113255 (Sub-No. 46), filed December 22, 1965. Applicant: MILK TRANSPORT, INC., Post Office Box 2698, New Brighton, Minn. Applicant's representative: Val M. Higgins, 1000 First National Bank Building, Min-

neapolis, Minn., 55402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Witch hazel*, in bulk, from Essex, Conn., to points in Michigan, Ohio, Illinois, Indiana, Missouri, Minnesota, Iowa, and Wisconsin. *Note*: If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No MC 113255 (Sub-No. 47), filed December 27, 1965. Applicant: *MILK TRANSPORT, INC.*, Post Office Box, 2698, New Brighton, 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: *Foodstuffs*, from Milton, Pa., to points in Minnesota, Wisconsin, and Illinois. *Note*: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 113325 (Sub-No. 68), filed December 13, 1965. Applicant: *SLAY TRANSPORTATION CO., INC.*, 2001 South Seventh Street, St. Louis, Mo. Applicant's representative: Chester A. Zyblut, 1000 Connecticut Avenue, Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products including petrochemicals, liquid chemicals and fertilizer and fertilizer ingredients*, from Wood River, Ill., and points within 5 miles thereof, to points in Minnesota, Wisconsin, Michigan, Ohio, Indiana, Missouri, Iowa, Nebraska, Kansas, Oklahoma, Arkansas, Mississippi, Alabama, Tennessee, Kentucky, New Jersey, and Pennsylvania. *Note*: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 113325 (Sub-No. 69), filed December 27, 1965. Applicant: *SLAY TRANSPORTATION CO., INC.*, 2001 South Seventh Street, St. Louis, Mo. Applicant'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: *Anhydrous ammonia*, in bulk, in tank vehicles, from the plantsite of Olin Mathieson Chemical Corp. located at 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 113325 (Sub-No. 70), filed December 27, 1965. Applicant: *SLAY TRANSPORTATION CO., INC.*, 2001 South Seventh Street, St. Louis, Mo. Applicant'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: *Petroleum and petroleum products*, in bulk, in tank vehicles, from Pana, Ill., and points within ten (10) miles thereof, to points in Illinois, Iowa, Indiana, Missouri, and Wisconsin. *Note*: If a hearing is deemed necessary,

applicant requests it be held at St. Louis, Mo.

No. MC 113495 (Sub-No. 21), filed December 13, 1965. Applicant: *GREGORY HEAVY HAULERS, INC.*, 2 Main Street, Post Office Box 5266, Nashville, Tenn. Applicant's representative: Wilmer B. Hill, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (A) (1) *Heavy construction machinery and equipment* which because of size or weight require the use of special equipment, and (2) *heavy construction machinery and equipment* which do not require the use of special equipment when moving in the same shipment or in the same vehicle with heavy construction machinery and equipment which because of size or weight require the use of special equipment, from points in Illinois to points in Virginia. *Restriction*: The proposed authority herein above shall not be joined or tacked with the proposed authority herein below for the purpose of performing any through service, (B) (1) *structural steel and heavy machinery and construction equipment*, the transportation of which, because of size or weight, requires the use of special equipment (excluding any transportation in connection with the stringing or picking up of pipeline materials and equipment), and (2) *structural steel and heavy machinery and construction equipment* which does not require the use of special equipment when moving in the same shipment or in the same vehicle with structural steel and heavy machinery and construction equipment, the transportation of which, because of size or weight, requires the use of special equipment (excluding any transportation in connection with the stringing or picking up of pipeline materials and equipment), between points in Arkansas, Kansas, Missouri, New Mexico, Oklahoma, and Texas; (2) between points in Illinois, on the one hand, and, on the other, points in Louisiana; (3) between points in Illinois, and Indiana, on the one hand, and, on the other, points in Arkansas, Kansas, Missouri, New Mexico, Oklahoma, and Texas; (4) between points in Alaska, on the one hand, and, on the other, points in Utah, Montana, Wyoming, New Mexico, North Dakota, South Dakota, Nebraska, Kansas, Missouri, Illinois, Indiana, and Ohio; (5) between points in Colorado, Kansas, Louisiana, Oklahoma, Texas, and Wyoming; (6) from points in Ohio to points in Arkansas, Louisiana, New Mexico, Oklahoma, and Texas; (7) from Galion, Ohio, to points in Wyoming.

(B) (a) *Commodities*, the transportation of which, because of size or weight, require the use of special equipment, except those used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of main or trunk pipelines, except farm machinery, and (b) *commodities* which do not require the use of special equipment, except those used in, or in connection with the construction, operation, repair, servicing, maintenance, and dismantling of main or trunk pipelines and farm machinery, when moving in the same shipment or same vehicle with commodities which require the use of special equipment because of size or weight, (1) between points in Oklahoma, on the one hand, and, on the other, points in Montana, Nebraska, North Dakota, South Dakota, and Utah; (2) between points in Illinois, on the one hand, and, on the other, points in Montana, North Dakota, and South Dakota; (C) (a) *Commodities*, the transportation of which, because of size, weight or shape, require the use of special equipment, except the stringing and picking up of pipe in connection with main or trunk pipelines, and (b) *commodities* which do not require the use of special equipment, except the stringing and picking up of pipe in connection with main or trunk pipelines.

lines, when moving in the same shipment or same vehicle with commodities which require the use of special equipment because of size, weight or shape, (1) from Fort Morgan, Colo., to points in Banner, Cheyenne, and Kimball Counties, Nebr.; (2) between Sterling, Colo., and points within 15 miles of Sterling, on the one hand, and, on the other, points in Banner, Cheyenne, and Kimball Counties, Nebr. Note: Applicant presently holds the authority in A(a), B(a), and C(a) above and seeks no extension of territory. Applicant is seeking only an extension of authority in A(b), B(b), and C(b) above. Applicant proposes to tack any grant of authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Dallas, Tex.

No. MC 113651 (Sub-No. 98), filed December 26, 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 (except commodities in bulk, in tank vehicles), from Salina, Kans., to points in Connecticut, Delaware, District of Columbia, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia. Note: If a hearing is deemed necessary, applicant does not specify any particular area.

No. MC 113678 (Sub-No. 219), filed December 22, 1965. Applicant: CURTIS, INC., 770 East 51st Avenue, Denver, Colo., 80216. Applicant's representative: Duane W. Ackie, Post Office Box 2028, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from Vineland, N.J., to points in Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, New York, Ohio, Pennsylvania, and Wisconsin. Note: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 113751 (Sub-No. 7), filed December 27, 1965. Applicant: HAROLD F. DUSHEK, INC., 10th and Columbia Streets, Waupaca, Wis. Applicant's representative: Edward Solie, Executive Building, Suite 100, 4513 Vernon Boulevard, Madison 5, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal and poultry feed, animal and poultry feed concentrates, and animal and poultry feed ingredients, and fertilizer and fertilizer ingredients* (except liquid fertilizer and fertilizer ingredients, in bulk, in tank vehicles) (1) from points in Wisconsin to points in Iowa, Illinois, Indiana, Michigan, and Minnesota; (2) from points in Minnesota to points in Illinois, Indiana, Iowa, Michigan, and Wisconsin, and (3) from points

in Illinois and Indiana to points in Iowa, Michigan, Minnesota, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests that it be held at Madison, Wis.

No. MC 113751 (Sub-No. 8), filed December 23, 1965. Applicant: HAROLD F. DUSHEK, INC., 10th and Columbia Streets, Waupaca, Wis. Applicant's representative: Edward Solie, Executive Building, Suite 100, 4513 Vernon Boulevard, Madison, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Charcoal and charcoal briquettes*, and (2) *wood chips, vermiculite, lighter fluid, and associated items used or useful in the preparation of barbecue when moving in the same vehicle with charcoal and charcoal briquettes*, from the plantsite of Husky Briquetting, Inc., in the township of Waupaca, Waupaca County, Wis., to points in Iowa, Michigan, Illinois, Indiana, Minnesota, Missouri, and Ohio. Note: Applicant states that it is now authorized to transport charcoal from Waupaca, Wis., to points in specified territories in all of the involved destination States and is not seeking duplicate operating rights by this application. If a hearing is deemed necessary, applicant requests it be held at Madison, Wis.

No. MC 113843 (Sub-No. 110), filed December 27, 1965. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass., 02210. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts, dairy products, and articles distributed by meat packinghouses*, as described in sections A, B, and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Decatur, Detroit, and Plainwell, Mich., to points in New Jersey and New York. Note: If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich.

No. MC 113843 (Sub-No. 111), filed December 27, 1965. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston, Mass., 02210. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned, prepared or preserved foodstuffs*, from points in Massachusetts to points in Michigan. Note: If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich.

No. MC 114045 (Sub-No. 221), filed December 20, 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: *Candy and confectionery*, (1) from Hackettstown, N.J., to points in Oklahoma, and Chicago, Ill., and (2) from Chicago, Ill., to points in Arizona, California, Utah, and Oregon. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 114045 (Sub-No. 222), filed December 27, 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: *Fresh meats*, from points in Texas to the plantsite of Texas Meat Packers located at Dallas, Tex. Note: Applicant states that it intends to tack the above proposed authority with that authority previously granted in Certificate No. MC 114045, Sub-No. 115, wherein applicant is authorized to serve points in the States of Texas, Alabama, Florida, Georgia, Kentucky, North Carolina, and South Carolina. If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 114045 (Sub-No. 223), filed December 27, 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: *Pet food, pet supplies, and pet accessories, tonics and insecticides*, from New York, N.Y., and points in Essex, Hudson, and Bergen Counties, N.J., to points in Texas, Oklahoma, Louisiana, Alabama, Tennessee, New Mexico, Arizona, and California. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 114273 (Sub-No. 15) (Amendment), filed April 28, 1965, published in *FEDERAL REGISTER*, issue of May 19, 1965, corrected January 7, 1966, and republished as amended this issue. Applicant: CEDAR RAPIDS STEEL TRANSPORTATION, INC., 3930 16th Avenue SW, Post Office Box 1904, Cedar Rapids, Iowa. Applicant's representative: William P. Sullivan, 1825 Jefferson Place NW, Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Iron and steel articles*, between Sterling and Rock Falls, Ill., on the one hand, and, on the other, points in Iowa, and (2) *building materials* from Sterling and Rock Falls, Ill., to Cedar Rapids, Iowa. Note: The purpose of this republication is to more clearly set forth the commodity description. If a hearing is deemed necessary, applicant requests that it be held at Davenport, Iowa, or Chicago, Ill.

No. MC 115322 (Sub-No. 46), filed December 27, 1965. Applicant: BLYTHE MOTOR LINES, INC., 2939 Orlando Drive, Post Office Box 1698, Sanford, Fla. Applicant's representative: Frank B. Hand, Jr., 921 17th Street NW, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except those in bulk), from Milton, Pa., to 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 Washington, D.C.

No. MC 115491 (Sub-No. 89), filed December 27, 1965. Applicant: COMMERCIAL CARRIER CORPORATION, 502 East Bridgers Avenue, Post Office Drawer 67, Auburndale, Fla., 33823. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except those in bulk), from Milton, Pa., to 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 Washington, D.C.

mon carrier, by motor vehicle, over irregular routes, transporting: Lime and limestone, from points in Sumter County, Fla., to points in Alabama, Georgia, North Carolina, and South Carolina. Note: If a hearing is deemed necessary, applicant requests it be held at Orlando or Tampa, Fla.

No. MC 115523 (Sub-No. 128), filed December 13, 1965. Applicant: CLARK TANK LINES COMPANY, a corporation, 1450 Beck Street, Salt Lake City, Utah. Applicant's representative: Marshall G. Berol, 100 Bush Street, San Francisco, Calif., 94104. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Acids, chemicals, chemicals solutions, and liquid wax, in bulk, between points in Union County, Oreg., on the one hand, and, on the other, points in Washington, Idaho, Montana, California, and Oregon. Note: If a hearing is deemed necessary, applicant requests it be held at Portland, Oreg.

No. MC 115523 (Sub-No. 129), filed December 27, 1965. Applicant: CLARK TANK LINES COMPANY, a corporation, 1450 Beck Street, Salt Lake City, Utah. Applicant's representative: Marshall G. Berol, 100 Bush Street, San Francisco, Calif., 94104. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Coal and coal products, from points in Wyoming and Utah, to points in Arizona, California, Idaho, Colorado, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming. Note: If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, Utah.

No. MC 115826 (Sub-No. 123), filed December 13, 1965. Applicant: W. J. DIGBY, INC., 1960 31st Street, Post Office Box 5088, Terminal Annex, Denver, Colo. 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 packing-houses, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, 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 Omaha, Nebr.

No. MC 115826 (Sub-No. 124), filed December 27, 1965. Applicant: W. J. DIGBY, INC., Post Office Box 5088 T.A., Denver, Colo., 80217. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Meats, meat products, meat byproducts, dairy products, and articles distributed by meat packinghouses, as described in appendix I to the report in

Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766 (except hides, and commodities in bulk, in tank vehicles), and frozen foods, from Colorado Springs, Denver, and Greeley, Colo., to Brigham City, and Vernal, Utah, and points in Idaho, Oregon, and Washington. Note: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 115841 (Sub-No. 264), filed December 22, 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: Foodstuffs (except in bulk or tank vehicles), from Milton, Pa., to points in Ohio, Michigan, Illinois, Indiana, Wisconsin, Iowa, Nebraska, Texas, Missouri, Kansas, and Oklahoma. Note: Applicant states that the above proposed operation is to be restricted to traffic originating at the plantsite and/or warehouse facilities of American Home Foods. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 115841 (Sub-No. 267), filed December 22, 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: Foodstuffs (except in bulk or tank vehicles), from Milton, Pa., to points in Kentucky, Tennessee, Alabama, Mississippi, Louisiana, Arkansas, and Georgia. Restricted to traffic originating at the plantsite and warehouse facilities of American Home Foods. Note: If a hearing is deemed necessary, applicant does not specify a place of hearing.

No. MC 115841 (Sub-No. 268), filed January 3, 1966. 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: Food products, from California, Mo., to points in North Carolina, South Carolina, Georgia, Alabama, Florida, and Tennessee (except Memphis and its commercial zone). Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 115841 (Sub-No. 269), filed January 3, 1966. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala., 35201. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Foodstuffs, from Westfield, N.Y., and North East, Pa., to points in Iowa, Kansas, Minnesota, Missouri, Nebraska, and Wisconsin. Note: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 115841 (Sub-No. 273), filed January 5, 1966. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala., 35201. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Meat, meat products, meat byproducts, dairy products, and articles distributed by meat packinghouses, as described in sections A, B, and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Wichita, Kans., to points in Kansas, Alabama, Arizona, Arkansas, California, Colorado, Florida, Georgia, Illinois, In-

thority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Frozen potatoes, and potato products, from points in Maine to points in Illinois, Indiana, Iowa, Michigan, Missouri, Ohio, Pennsylvania, and Wisconsin. Note: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 115841 (Sub-No. 274), filed January 5, 1966. 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: Frozen foods and potato products, not frozen, from Robbinsville, N.J., to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Nebraska, Ohio, Pennsylvania, Virginia, West Virginia, Wisconsin, and the District of Columbia. Note: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 115841 (Sub-No. 275), filed January 5, 1966. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Meats, 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 or tank vehicles), from Salina, Kans., to points in Alabama, Arkansas, Louisiana, Mississippi, Tennessee, and Texas. Note: If a hearing is deemed necessary, applicant does not specify a particular location.

No. MC 115841 (Sub-No. 276), filed January 5, 1966. 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: Canned goods, fruit juices, and fruit drinks in containers, not frozen (except in bulk or tank vehicles), from points in Florida, to points in Alabama, Mississippi, Louisiana, Tennessee, Arkansas, and Kentucky. Note: If a hearing is needed necessary, applicant requests it be held at Tampa, Fla.

No. MC 115841 (Sub-No. 277), filed January 5, 1966. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala., 35201. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Meat, meat products, meat byproducts, dairy products, and articles distributed by meat packinghouses, as described in sections A, B, and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Wichita, Kans., to points in Kansas, Alabama, Arizona, Arkansas, California, Colorado, Florida, Georgia, Illinois, In-

diana, 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 does not specify a location.

No. MC 116077 (Sub-No. 191), filed December 13, 1965. Applicant: ROBERTSON TANK LINES, INC., Post Office Box 9218, 5700 Polk Avenue, Houston, Tex. Applicant's representative: Thomas E. James, 721 Brown Building, Austin, Tex., 78701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Ethylene*, in tank vehicles, from Baytown, Tex., to Tarrant City, Ala. Note: If a hearing is deemed necessary, applicant requests it be held at Houston, Tex.

No. MC 116077 (Sub-No. 192), filed December 13, 1965. Applicant: ROBERTSON TANK LINES, INC., Post Office Box 9527, 5700 Polk Avenue, Houston, Tex. Applicant's representative: Thomas E. James, 721 Brown Building, Austin, Tex., 78701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from points in California, to points in Texas and Louisiana. Note: If a hearing is deemed necessary, applicant requests it be held at Houston, Tex.

No. MC 116763 (Sub-No. 71) (Amendment), filed December 6, 1965, published December 29, 1965, and republished as amended, this issue. Applicant: CARL SUBLER TRUCKING, INC., North West Street, Versailles, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen potatoes and frozen potato products, frozen fruits and frozen fruit products, frozen vegetables and frozen vegetable products*, from Detroit, Mich., to points in Connecticut, Delaware, Florida, Georgia, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia. Restriction: The authority granted herein is restricted to the transportation of shipments originating at the said storage and warehouse facilities used by Ore-Ida Foods, Inc. Note: The purpose of this republication is to add the words *used by* Ore-Ida Foods, Inc., in the restriction. If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich.

No. MC 116763 (Sub-No. 72), filed December 14, 1965. Applicant: CARL SUBLER TRUCKING, INC., North West Street, Versailles, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned and prepared foodstuffs*, from points in Florida, to points in South Carolina. Note: If a hearing is deemed necessary, applicant requests that it be held in Tampa, Fla.

No. MC 116935 (Sub-No. 3), filed December 23, 1965. Applicant: COMMERCIAL FURNITURE DISTRIBUTORS, INC., 46-01 Dell Avenue, North Bergen, N.J. Applicant's representative: Morton E. Kiel, 140 Cedar Street, New York, N.Y., 10006. Authority sought to operate as a *common carrier*, by motor vehicle, over

irregular routes, transporting: *Office, institutional and school furniture and furnishings*, in retail deliveries only, between New York, N.Y., on the one hand, and, on the other, points in Nassau, Suffolk and Westchester Counties, N.Y. Note: Applicant states that he presently holds New York Public Service Commission Certificate No. 7772, authorizing the above operation. Applicant routes certain shipments via its terminal in North Bergen, N.J., for its convenience only. This application is filed and authority is requested only if such transportations are found to be interstate in character. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 117119 (Sub-No. 304), filed December 20, 1965. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's representative: John H. Joyce, 26 North College, Fayetteville, Ark., 72702. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Kansas City, Kans., to points in Arkansas, Louisiana, Mississippi and to Memphis, Tenn. Note: If a hearing is deemed necessary, applicant requests it be held at Little Rock, Ark.

No. MC 117119 (Sub-No. 305), filed December 23, 1965. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's representative: John H. Joyce, 26 North College, Fayetteville, Ark., 72702. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Kansas City, Kans., to points in Colorado, Utah, and Wyoming. Note: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 117119 (Sub-No. 306), filed December 23, 1965. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's representative: John H. Joyce, 26 North College, Fayetteville, Ark., 72702. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Modesto, Calif., to points in Idaho, Oregon, and Washington. Note: If a hearing is deemed necessary, applicant requests it be held at Boise, Idaho, or Los Angeles, Calif.

No. MC 117119 (Sub-No. 308), filed December 23, 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: *Cottonseed meal*, from points in Arizona to points in Nevada, Oregon, and Utah. Note: If a hearing is deemed necessary, applicant requests it be held at Boise, Idaho.

No. MC 117119 (Sub-No. 309), filed December 23, 1965. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's representative: John H. Joyce, 26 North College, Fayetteville, Ark. Authority sought to operate as a *common carrier*, by motor

vehicle, over irregular routes, transporting: *Frozen foods and potato products*, from points in Idaho; and Ontario, Oreg., to points in Minnesota and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at Boise, Idaho.

No. MC 117313 (Sub-No. 4), filed December 13, 1965. Applicant: TRYON TRUCKING, INC., Post Office Box 68, Fairless Hills, Pa. Applicant's representative: A. Charles Tell, 100 East Broad Street, Columbus, Ohio, 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities* which do not require the use of special equipment when moving in the same shipment or in the same vehicle with commodities which, because of size or weight, require the use of special equipment, between points in New Jersey, Maryland, and New York and points in that part of Pennsylvania east of a line beginning at the Pennsylvania-New York State line near Millerton, Pa., and extending in a southerly direction through Williamsport, Pa., to the Pennsylvania-Maryland State line near West Manheim, Pa. Note: If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 117501 (Sub-No. 5), filed December 21, 1965. Applicant: HAROLD L. NELSON, 1215 Boone Street, Boone, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut, Des Moines, Iowa, 50316. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Spreaders*, in shipper-owned trailers, from Boone, Iowa, to points in Colorado, Illinois, Indiana, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, Texas, and Wisconsin. Note: The service as proposed above, applicant states would be limited to a transportation service to be performed under a continuing contract or contracts with George A. Rolfs Co., of Boone, Iowa. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 117574 (Sub-No. 141), filed December 27, 1965. Applicant: DAILY EXPRESS, INC., Post Office Box 39, Mail Route No. 3, Carlisle, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Heating and steam generating equipment*, and (2) *related accessories and equipment* used in connection with items named in (1) above, between points in Lancaster County, Pa., and points in the United States (except Alaska and Hawaii). Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 117589 (Sub-No. 3), filed December 22, 1965. Applicant: CLARK'S FROZEN EXPRESS, INC., 2535 Airport Way South, Seattle, Wash., 98134. Applicant's representative: George R. LaBissoniere, 533 Central Building, Seattle, Wash., 98104. Authority sought to operate as a *common carrier*, by motor

NOTICES

vehicle, over irregular routes, transporting: *Frozen foods* from points in Oregon, Washington, and Idaho, to points in Utah, Colorado, and Wyoming. Note: If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash., or Denver, Colo.

No. MC 117797 (Sub-No. 4), filed December 16, 1965. Applicant: R. D. LEWIS, doing business as R. D. LEWIS BANANA CO., 221 4th Street, Fowler, Colo. Applicant's representative: Herbert M. Boyle, 946 Metropolitan Building, Denver, Colo., 80202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, from Gulfport, Miss., to Denver, Colorado Springs, and Pueblo, Colo., and *exempt commodities*, on return. Note: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 117883 (Sub-No. 72) (Correction), filed December 6, 1965, published *FEDERAL REGISTER*, issue of December 23, 1965, corrected January 5, 1966, and republished as corrected this issue. Applicant: SUBLER TRANSFER, INC., East Main Street, Versailles, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen potatoes and frozen potato products; frozen fruits and frozen fruit products; frozen vegetables and frozen vegetable products*, from Detroit, Mich., to points in Connecticut, Delaware, Illinois, Indiana, Iowa, Kentucky, Maine, Minnesota, Missouri, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia. Note: The purpose of this correction is to correct the destination territory. Applicant states that the proposed operation is to be restricted to the transportation of shipments originating at the storage and warehouse facilities used by Ore-Ida Foods, Inc. If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich.

No. MC 119226 (Sub-No. 53), filed December 29, 1965. Applicant: LIQUID TRANSPORT CORP., 3901 Madison Avenue, Indianapolis, Ind., 46227. Applicant's representative: Robert W. Loser, 409 Chamber of Commerce Building, Indianapolis, Ind., 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Animal fats, animal oils, and vegetable oils, including products and blends of such commodities*, in bulk, in tank vehicles, from Chicago, Ill., to points in Alabama, Arkansas, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Michigan, Minnesota, Missouri, Mississippi, Nebraska, North Carolina, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, South Carolina, Texas, Tennessee, Virginia, West Virginia, Wisconsin, and the District of Columbia, and (2) *vegetable oils*, in bulk, in tank vehicles from points in Illinois, Iowa, Missouri, Tennessee, and Wisconsin to Chicago, Ill. Note: If a hearing is

deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 119344 (Sub-No. 7), filed December 27, 1965. Applicant: ELDON D. AYRES, 640 Canyon Street, Spearfish, S. Dak. Applicant's representative: John P. Thompson, 450 Capitol Life Building, Denver, Colo., 80203. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Urea, dry (in bags or bulk), urea solutions, ammonium nitrate solutions, nitrogenous fertilizer solutions, and nitric acid*, in bulk, in tank vehicles, from Cheyenne, Wyo., and points within 5 miles thereof, to points in Arizona, California, Colorado, Idaho, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, and Wyoming, and *rejected shipments*, on return. Note: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 119399 (Sub-No. 15) (Correction), filed December 6, 1965, published *FEDERAL REGISTER* issue of December 29, 1965, corrected January 3, 1966, and republished as corrected this issue. Applicant: CONTRACT FREIGHTERS, INC., 3105 East Seventh Street, Joplin, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Insecticides and fungicides*, from Perry, Iowa, to Atlas and Trenton, Mo., Tulsa, Okla., and Wichita, Kans., (2) *insecticides and fungicides* in mixed shipments with dry manufactured fertilizer from Atlas, Mo., to points in Colorado, Kansas, and Oklahoma. Note: Applicant states it holds authority to transport fertilizer from Atlas, Mo., to points in Colorado, Kansas, and Oklahoma, and (3) *returned shipments of insecticides and fungicides* from Atlas and Trenton, Mo., Tulsa, Okla., and Wichita, Kans., to Perry, Iowa. Note: The purpose of this republication is to more clearly set forth the origin point in (1) above. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo., or Tulsa, Okla.

No. MC 119489 (Sub-No. 8), filed December 27, 1965. Applicant: PAUL ABLER, doing business as CENTRAL TRANSPORT COMPANY, Post Office Box 596, Norfolk, Nebr. Applicant's representative: Richard A. Peterson, Box 2028, Lincoln, Nebr., 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry fertilizers*, from the warehouse and storage facilities of Consumers Cooperative Association at or near Council Bluffs, Iowa, to points in Nebraska, Iowa, Kansas, Minnesota, Colorado, and South Dakota. Note: If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 119496 (Sub-No. 8), filed December 30, 1965. Applicant: THE JAMES GIBBONS COMPANY, a corporation, Sutton Avenue (Relay), Baltimore, Md. Applicant's representative: L. C. Major, Jr., 2001 Massachusetts Ave. NW, Washington, D.C., 20036. Authority sought to operate as a *common*

carrier, by motor vehicle, over irregular routes, transporting: *Lubricating oils*, in bulk, in tank vehicles, from Emlenton, Pa., to Baltimore, Md. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 119522 (Sub-No. 9), filed December 27, 1965. Applicant: McLAIN TRUCKING, INC., 1242 North Jefferson, Muncie, Ind., 47305. Applicant's representative: Donald W. Smith, Suite 511, Fidelity Building, Indianapolis, Ind., 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wooden fences, knocked down and set up; wooden posts, rails, and pickets; and wood and wire fencing*, from Kempton, Ind., to points in Illinois, Iowa, Michigan, Ohio, Wisconsin, Kentucky, Tennessee, Missouri, Pennsylvania, West Virginia, and Minnesota. Note: If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 119566 (Sub-No. 3), filed December 17, 1965. Applicant: A.B. & A. TRUCK LINES, INC., North Harney Street, Post Office Box 186, Camilla, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Poles and posts*, from points in Georgia, to points in Virginia, and *rejected shipments*, on return. Note: If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 119611 (Sub-No. 7), filed December 22, 1965. Applicant: E. W. BOHREN TRANSPORT, INC., Woodburn, Ind. Applicant's representative: David Axelrod, 39 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dry fertilizer and fertilizer ingredients* (except in bulk in dump vehicles), (1) from Fort Wayne, Ind., to points in Michigan, Illinois (except Chicago), Ohio, Kentucky, Pennsylvania, New York (except points in Kings, Queens, Nassau, and Suffolk Counties), Maryland, Massachusetts, Minnesota, New Jersey, and Missouri, and (2) from Toledo, Ohio, and points within five (5) miles thereof, to points in Michigan, Illinois, Kentucky, Pennsylvania, New York (except points in Kings, Queens, Nassau, and Suffolk Counties), Indiana, Iowa, Wisconsin, Maryland, Massachusetts, Minnesota, New Jersey, and Missouri. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 119632 (Sub-No. 18), filed December 14, 1965. Applicant: REED LINES, INC., Box 285, Woodburn, Ind. Applicant's representative: John P. McMahon, 100 East Broad Street, Columbus, Ohio, 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from the plantsite of American Home Products Corp. at or near Milton, Pa., to points in Illinois, Indiana, Michigan, Ohio, and West Virginia. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 119632 (Sub-No. 19), filed December 17, 1965. Applicant: REED LINES, INC., Box 285, Woodburn, Ind. Applicant's representatives: John P. McMahon and A. Charles Tell, 100 East Broad Street, Columbus, Ohio, 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned milk, evaporated milk, and milk products*, from Bryan, Ohio, to Washington, D.C., points in New York, New Jersey, Maryland, and Kentucky, points in that part of Pennsylvania on and east of U.S. Highway 219, points in that part of Michigan on and north of Michigan Highway 21, and points in that part of West Virginia on, east, and south of a line beginning at the Pennsylvania-West Virginia State line and extending along U.S. Highway 119 to junction U.S. Highway 50, thence along U.S. Highway 50 to the West Virginia State line, and *damaged, rejected, returned, and unused shipments*, on return. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 119632 (Sub-No. 20), filed December 17, 1965. Applicant: REED LINES, INC., Box 285, Woodburn, Ind. Applicant's representatives: A. Charles Tell and John P. McMahon, Columbus Center, 100 East Broad Street, Columbus, Ohio, 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Canned milk or cream, evaporated milk or cream, instant milk or cream substitutes, flavoring or fruit syrups, formulas or infant nurser, liquid diet foods, and other milk products and supplies*, from Greenville, Ill., to points in Ohio, Michigan, Pennsylvania, New York, West Virginia, and Indiana, and (2) *damaged, rejected, returned and unused shipments* of the above described commodities in (1) above from points in the above destination States to Greenville, Ill. Note: If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 119767 (Sub-No. 148), filed December 27, 1965. Applicant: BEAVER TRANSPORT CO., a corporation, 100 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Figge (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dairy products*, as described in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from points in Hamlin County, S. Dak., to points in Illinois (except Chicago and its commercial zone). Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 119793 (Sub-No. 5), filed December 28, 1965. Applicant: DEWEY L. WILFONG, doing business as D & W TRUCK LINES, 209 First Street, Parsons, W. Va. Applicant's representative: E. Stephen Heisley, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Finished wood products*, from the plantsite of Parsons

Forest Industries, Inc., at or near Parsons, W. Va., to points in Pennsylvania, Maryland, Delaware, New Jersey, New York, New Hampshire, Connecticut, Massachusetts, Maine, Rhode Island, Vermont, Ohio, Michigan, Illinois, Indiana, Kentucky, Virginia, Tennessee, Georgia, North Carolina, South Carolina, Wisconsin, and the District of Columbia; (2) *materials, equipment and supplies* used or useful in the manufacture or production of the above commodities from points in the States specified above to the plantsite of Parsons Forest Industries, Inc., at or near Parsons, W. Va., and (3) *lumber, building materials and building supplies* from points in Pennsylvania, West Virginia, Maryland, Delaware, New Jersey, New Hampshire, New York, Connecticut, Massachusetts, Maine, Rhode Island, Vermont, Ohio, Michigan, Illinois, Indiana, Kentucky, Virginia, Tennessee, Georgia, North Carolina, South Carolina, Wisconsin, and the District of Columbia, to the plantsite or facilities utilized by Germain Lumber Corp. Restriction: The above authority is restricted to transportation performed under a continuing contract or contracts with Parsons Forest Industries, Inc., and Germain Lumber Corp. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 123048 (Sub-No. 79), filed December 14, 1965. Applicant: DIAMOND TRANSPORTATION SYSTEM, INC., 1919 Hamilton Avenue, Racine, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber, millwork, and wood products*, from points in Mississippi, to points in Ohio, Indiana, Michigan, Illinois, Wisconsin, Iowa, and Minnesota, and *rejected shipments* of the commodities specified, on return. Note: If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss.

No. MC 123343 (Sub-No. 1), filed December 20, 1965. Applicant: PACIFIC AIR FREIGHT, INC., doing business as WINGS & TRUCKS TRANSPORTATION COMPANY, a corporation, 2601 Spender Road, Anchorage, Alaska. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except classes A and B explosives, commodities requiring special equipment, and those in bulk), between Seattle-Tacoma International Airport, on the one hand, and, on the other, points in King, Pierce, Snohomish, Skagit, and Whatcom Counties, Wash. Note: If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 123375 (Sub-No. 8), filed December 13, 1965. Applicant: KIRK TRUCKING SERVICE, INC., 3766 William Penn Highway, Monroeville, Pa. Applicant's representative: A. Charles Tell, 100 East Broad Street, Columbus, Ohio, 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities* which do not require the use of special equipment when moving in the same shipment or in the same

vehicle with commodities which, because of size or weight, require the use of special equipment, (1) between Philadelphia, Pa., on the one hand, and, on the other, New York, N.Y., and points in New Jersey, Delaware, and Maryland; and (2) between points in Columbiana, Mohoning, and Trumbull Counties, Ohio, on the one hand, and, on the other, points in Beaver, Lawrence, and Mercer Counties, Pa., and Hancock, W. Va. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 123639 (Sub-No. 42), filed December 23, 1965. Applicant: J. B. MONTGOMERY, INC., 5150 Brighton Boulevard, Denver, Colo., 80216. Applicant's representative: Charles W. Singer, 33 North La Salle Street, Chicago, Ill., 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in appendix I in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk, in tank vehicles), from Dodge City, Kans., to points in Arizona, California, Utah, and Nevada. Note: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 123639 (Sub-No. 43), filed December 23, 1965. Applicant: J. B. MONTGOMERY, INC., 5150 Brighton Boulevard, Denver, Colo., 80216. 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: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk, in tank vehicles), from Schuyler, Nebr., to points in Arizona, California, Nevada, and Utah. Note: If a hearing is deemed necessary, applicant does not specify a particular location.

No. MC 123639 (Sub-No. 44), filed December 23, 1965. Applicant: J. B. MONTGOMERY, INC., 5150 Brighton Boulevard, Denver, Colo., 80216. 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: *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 Cache, Morgan, and Weber Counties, Utah, to points in California and Nevada. Note: If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, Utah.

No. MC 123639 (Sub-No. 45), filed December 27, 1965. Applicant: J. B. MONTGOMERY, INC., 5150 Brighton

Boulevard, Denver, Colo., 80216. Applicant's representative: Charles W. Singer, 33 North La Salle Street, Chicago, Ill., 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Cleveland, Ohio, to points in Illinois, Iowa, Missouri, and Minnesota. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 124078 (Sub-No. 176), filed December 22, 1965. Applicant: SCHWERMANN 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: *Corn flour*, in bulk, from Danville, Ill., to Elkhart, Ind. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 124078 (Sub-No. 178), filed December 27, 1965. Applicant: SCHWERMANN 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: *Corn grits*, in bulk, from Danville, Ill., to Cincinnati, Ohio. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 124202 (Sub-No. 3), filed December 20, 1965. Applicant: KEITH BOTKINS, 1030 Sinnock Avenue, Moberly, Mo. Applicant's representative: Joseph R. Nacy, 117 West High Street, Jefferson City, Mo., 65102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Unfinished lumber, finished lumber, finished mill work, staves, treated and untreated posts and poles, pallets and pallet materials, blocking lumber, crating lumber, dimension lumber, wooden flooring, ties, wooden fencing materials, wooden boxes, wooden crates, wooden shapes, wooden windows and wooden doors*, from points in Missouri located on, west and north of a line commencing at the Mississippi River at St. Louis, Mo., thence over U.S. Highway 50 to Jefferson City, Mo., thence over U.S. Highway 54 to the Missouri-Kansas State line, to points in Illinois, Indiana, Arkansas, Kentucky, Tennessee, and Iowa. Note: If a hearing is deemed necessary, applicant requests it be held at Jefferson City, Mo.

No. MC 124238 (Sub-No. 2), filed December 27, 1965. Applicant: CEMENT TRANSPORTS, INC., 300 Simons Building, Dallas, Tex. Applicant's representative: William D. White, Jr., 2505 Republic National Bank Tower, Dallas, Tex., 75201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Gypsum, gypsum products*, and when moving in the same vehicle and at the same time as gypsum products, materials used in connection with the installation of gypsum products, from the plantsite of the Flinkote Co. at or near Sweetwater,

Tex., to points in Missouri and Mississippi. Note: If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 124389 (Sub-No. 7), filed November 29, 1965. Applicant: TORVAL R. MONCRIEFF, 1701 East 1st Avenue, Anchorage, Alaska. Applicant's representative: Lloyd I. Hoppner, Suite A, Nerland Building, Post Office Box 516, Fairbanks, Alaska, 99701. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts* as described in section A of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the port of entry on the international boundary line between the United States and Canada, located at or near Tok Junction, Alaska, to Anchorage, Fairbanks, and Tok Junction, Alaska, and points intermediate thereto, restricted to traffic originating in Canada and limited to a transportation service to be performed under a continuing contract or contracts with Western Supply, Inc., of Anchorage, Alaska. Note: If a hearing is deemed necessary, applicant requests it be held at Anchorage, Alaska.

No. MC 125479 (Sub-No. 3), filed December 27, 1965. Applicant: JOSEPH A. KORNACKER, doing business as KORNACKER TRUCKING CO., 3050 West 10th Street, Waukegan, Ill. Applicant's representative: Robert Levy, 29 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages* (1) from the plantsite of Miller High Life Beer in Milwaukee, Wis., to Waukegan, Ill., (2) from the plantsites of Drewry's Beer, Ltd., in Chicago, Ill., and South Bend, Ind., to Waukegan, Ill., (3) from the plantsite of Stroh's Beer Co., in Detroit, Mich., to Waukegan, Ill., and (4) from the plantsite of Getz Brewery in St. Joseph, Mo., to Waukegan, Ill., and *empty malt beverage containers and bottles*, on return. Note: If a hearing is deemed necessary, applicant requests that it be held at Chicago, Ill.

No. MC 126349 (Sub-No. 3), filed December 13, 1965. Applicant: GEHR AND DRUM TRANSPORTATION CORPORATION, Box 12, Cogan Station, Pa. Applicant's representative: W. T. Croft, Federal Bar Building, 1815 H Street NW, Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Treated poles and posts*, from Augusta, Ga., to points in Pennsylvania and New York. Note: If a hearing is deemed necessary, applicant does not specify place of hearing.

No. MC 126444 (Sub-No. 1), filed December 27, 1965. Applicant: JAY HALL, JR., Rural Delivery No. 1, Middleport, Ohio. Applicant's representative: James R. Stiverson, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sand, gravel, limestone and blacktop*, between points in Meigs and Gallia Counties, Ohio, on the one hand, and,

on the other, points in Cabell, Jackson, Kanawha, Mason, Putnam, Roane, and Wood Counties, W. Va. Note: If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 126565 (Sub-No. 3), filed December 27, 1965. Applicant: RICHARD F. McCURDY, JR., doing business as J. M. TRUCKING CO., 7823 Fourth Place, Downey, Calif. Applicant's representative: Donald Murchison, Suite 211, Allen Paris Building, 211 South Beverly Drive, Beverly Hills, Calif., 90212. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry fertilizer*, in bulk, (1) from points in Los Angeles, Ventura, and San Diego Counties, Calif., to points in Maricopa, Pinal, Pima, and Yuma Counties, Ariz., and (2) from points in Maricopa and Pinal Counties, Ariz., to points in Los Angeles, Ventura, and San Diego Counties, Calif. Note: If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif.

No. MC 126884 (Sub-No. 1), filed December 21, 1965. Applicant: FROST TRUCKING CO., INC., 687 Washington Street, New York, N.Y. Applicant's representative: George A. Olsen, 69 Tonelle Avenue, Jersey City, N.J., 07306. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Books*, between the plantsite of the Book Press, division of Brattleboro Industries, Inc., Brattleboro, Vt., and New York, N.Y., on the one hand, and, on the other, points in New Jersey and Philadelphia, Pa., under a continuing contract with the Book Press, division of Brattleboro Industries, Inc., Brattleboro, Vt., and A. Horowitz & Son, Clifton, N.J., and (2) *printed matter*, from Mamaroneck, N.Y., to Brattleboro, Vt., under a continuing contract with the Book Printers, Inc., Mamaroneck, N.Y., and Bobley Co., Inc., Glen Cove, N.Y. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 127099 (Sub-No. 3), filed December 28, 1965. Applicant: ROBERT NEFF & SONS, INC., 132 Shawnee Avenue, Zanesville, Ohio. Applicant's representative: Robert T. Fitzsimons, 50 West Broad Street, Columbus, Ohio, 43215. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Corrugated cardboard*, (1) from the plantsite of Grief Bros., Zanesville, Ohio, to Dunkirk, Ind., Washington, Pa., and Paden City, W. Va., and (2) from Paden City, W. Va., to Coshocton, Ohio. Note: If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 127135 (Sub-No. 4), filed January 4, 1966. Applicant: HERBERT O. KENDRICK, doing business as KENDRICK TRUCKING COMPANY, R.F.D. No. 1, Harriman, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Ferro manganese and silico manganese*, in bulk, in dump vehicles, from Rockwood, Tenn., to Alabama City, Ala., as follows: From Rockwood, over U.S. Highway 27 to Chattanooga, Tenn., thence over U.S. High-

way 11 to Alabama City, serving no intermediate points, and return over the same route. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Knoxville, Tenn.

No. MC 127163 (Sub-No. 2), filed December 21, 1965. Applicant: LOUIS MAURO, 134 Dakar Street, Elizabeth, N.J. Applicant's representative: George A. Olsen, 69 Tonelle Avenue, Jersey City, N.J., 07306. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, other than in bulk, in tank vehicles, from L & M Stores, Inc., whose warehouse is located at Elizabeth, N.J., to points in New Jersey. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 127505 (Sub-No. 2), filed December 27, 1965. Applicant: RALPH H. BOELK, doing business as R. H. BOELK TRUCK LINE, 1201 14th Avenue, Mendota, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sheet steel containers*, from Mendota, Ill., to Charlestown, Ind. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 127604 (Sub-No. 1), filed December 20, 1965. Applicant: GRACE HALL SALMONS, doing business as HALL TRUCK LINE, 703 West Broadway, Monmouth, Ill. Applicant's representative: Robert T. Lawley, 306-308 Reisch Building, Springfield, Ill., 62701. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Feed*, animal, fish and poultry, and *ingredients, equipment, materials, and supplies* used in the manufacture, packing and shipping of such animal, fish or poultry food, between Monmouth, Ill., and Springfield, Tenn., on the one hand, and, on the other, points in Alabama, Arkansas, Delaware, Georgia, Illinois, Indiana, Iowa, Kentucky, Maryland, Michigan, Mississippi, Massachusetts, Missouri, Minnesota, New Jersey, New York, North Carolina, Ohio, Nebraska, Pennsylvania, South Carolina, Tennessee, Virginia, West Virginia, Wisconsin, and Florida. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Springfield, Ill.

No. MC 127727 (Sub-No. 1), filed December 27, 1965. Applicant: UNITED MARLBORO CARRIERS CORP., 148 West 37th Street, New York, N.Y. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Wearing apparel*, on hangers, or in containers, between Moonachie, N.J., and points in the New York, N.Y., commercial zone, as defined by the Commission. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 127749, filed November 22, 1965, published in *FEDERAL REGISTER*, issue of December 12, 1965, amended January 7, 1966, and republished as amended this issue. Applicant: METRO MOTOR FREIGHT, INC., 3821 Northwest 58th Terrace, Oklahoma City, Okla.

Applicant's representative: Rufus H. Lawson, 106 Bixler Building, 2400 Northwest 23d Street, Oklahoma City 7, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, between Oklahoma City, Okla., and Tulsa, Okla., (a) over U.S. Highway 66, serving all intermediate points, and (b) over Interstate Highway 44 (Turner Turnpike), serving all intermediate points. **NOTE:** The purpose of this republication is to serve all intermediate points in lieu of that previously published. If a hearing is deemed necessary, applicant requests it be held at Oklahoma City, Okla.

No. MC 127804, filed December 20, 1965. Applicant: WILLIAM R. WEINRICH, doing business as WEINRICH TRUCK LINES, Box 1037, Hinton, Iowa. Applicant's representative: E. A. Hutchinson, 420 Security Bank Building, Sioux City, Iowa, 51101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer*, in bulk and in bags, *granulated fertilizer, feed urea*, in bulk and in bags, from the Port Neal Station located five (5) miles west of Salix in Woodbury County, Iowa, and fertilizer plantsite to be constructed by Terra Chemicals International, Inc., on land purchased by them located on the east bank of the Missouri River, all in Woodbury County, Iowa, said town of Salix being located approximately eighteen (18) miles south of Sioux City, Iowa, and located on U.S. Highway 75 and Interstate Highway 29, to points in Iowa, Minnesota, South Dakota, North Dakota, Wyoming, Montana, and Nebraska. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Sioux City, Iowa.

No. MC 127811, filed December 20, 1965. Applicant: BRYNWOOD TRANSFER COMPANY, INC., 331 Ulysses Street NE, Minneapolis, Minn., 55418. Applicant's representative: Robert A. Minish, 900 Farmers & Merchants Bank Building, Minneapolis, Minn., 55402. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Bulk storage tank and smokestacks*, 8 feet or over in diameter and 30 feet or over in length, which because of unusual size or weight require special handling and the use of special equipment and *related parts and equipment* transported in the same vehicle at the same time, between points in Minnesota, on the one hand, and, on the other, points in Iowa, North Dakota, South Dakota, Wisconsin, and the Upper Peninsula of Michigan. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 127812, filed December 21, 1965. Applicant: TYSON TRUCK LINES, INC., 185 Fifth Avenue SW, Brighton, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Packing-house products and articles dealt in by wholesale and retail grocery houses*, from Minneapolis, Minn., to points in Anoka (except the city of Anoka and Coon Creek), Carver, Dakota, Hennepin (except Osseo and Brooklyn Park), Ram-

sey, Scott, and Washington Counties, Minn. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 127815, filed December 20, 1965. Applicant: GEORGE RUSSO AND ROCCO R. RUSSO, doing business as RUSSO TRUCKING CO., 222 Culver Avenue, Jersey City, N.J. Applicant's representative: A. R. Becker, 440 Hazel Street, Lynhurst, N.J. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Wooden box spring frames*, from Jersey City, N.J., to Philadelphia, Pa. **NOTE:** Applicant states the proposed service to be under a continuing contract or contracts with Jersey City Box Spring Manufacturing Co., Inc., 2222 Culver Avenue, Jersey City, N.J. If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.

No. MC 127818, filed December 21, 1965. Applicant: FREEDMAN CONTRACT HAULING CORP., 736 West Clinton Street, Ithaca, N.Y. Applicant's representative: Herbert M. Canter, Mezzanine, Warren Parking Center, 345 South Warren Street, Syracuse, N.Y., 13202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Surplus small arms ammunition and commodities*, embraced within the Commission's definition of class C explosives, from the port of entry or customs clearance point located at or near Alexandria, Va., to Ithaca, N.Y. **NOTE:** Applicant states the proposed service will be under a continuing contract with Wallace Steel, Inc., of Ithaca, N.Y. If a hearing is deemed necessary, applicant requests that it be held at Syracuse, N.Y.

No. MC 127819, filed December 13, 1965. Applicant: THOMAS THRASH AND HARRY SMITH, doing business as O & B TANK CO., 9825 South Manor, Oklahoma City, Okla. Applicant's representative: Rufus H. Lawson, 2400 Northwest 23d Street, Oklahoma City 7, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, limited to unrefined products, commonly referred to as oilfield fluids, including acids used on oil leases; crude oil; drilling mud, liquid, in bulk, in tank vehicles; salt water; base sediment, including tank bottoms and deleterious substances, all shipments restricted so that none shall originate or be destined to refineries, pipeline loading terminals, or pipeline gathering points, between points in Oklahoma, Kansas, and Texas. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Oklahoma City, Okla.

No. MC 127820, filed December 27, 1965. Applicant: TRANS-SERVICE, INC., Route No. 2, Coshocton, Ohio. Applicant's representative: Taylor C. Burneson, Suite 1680, 88 East Broad Street, Columbus, Ohio, 43215. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Gloves and parts of gloves*, (2) *fabrics, compounds, materials, machines, and equipment* used

in the manufacture of gloves and parts of gloves, and (3) containers used in the transportation of any of the above-specified commodities, between Coshocton, Ohio, and Haynesville, La. **NOTE:** Applicant states that service, as proposed, would be under a continuing contract with Edmont, Inc., of Coshocton, Ohio. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 127825, filed December 28, 1965. Applicant: DE PALMA BULK HAULERS, INC., Building 146, Coastwise Street, Port Newark, N.J. Applicant's representative: Morton E. Kiel, 140 Cedar Street, New York, N.Y., 10006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) Salt, in bulk, and *rejected shipments*, (a) between points in Dutchess, Nassau, Orange, Putnam, Rockland, Suffolk, Sullivan, Ulster, and Westchester Counties, N.Y., and New York, N.Y., points in Fairfield, New Haven, Hartford, and Litchfield Counties, Conn., and points in Philadelphia, Delaware, Montgomery, and Bucks Counties, Pa., and (b) salt, in bulk, from points in the above-described area to points in New Jersey in and north of Camden, Burlington, and Ocean Counties, N.J., and *rejected shipments*, on return, and (2) salt in packages, from New York, N.Y., to points in Fairfield, New Haven, Hartford, and Litchfield Counties, Conn., points in Philadelphia, Delaware, Montgomery, and Bucks Counties, Pa., and points in New Jersey in and north of Camden, Burlington, and Ocean Counties, N.J., and *rejected shipments*, on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 127826, filed December 27, 1965. Applicant: WILBER W. WHIPPLE, doing business as JIFFY DELIVERY SERVICE, 2340 Rainier, Walla Walla, Wash. Applicant's representative: Herbert H. Freise, 200 Jones Building, Walla Walla, Wash. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General freight*, consisting of packages not exceeding 100 pounds (local cartage) and flowers, (1) from points in Walla Walla, Columbia, Garfield, and Asotin Counties, Wash., to points in Umatilla County, Oreg., and Nez Perce County, Idaho; and (2) from points in Umatilla County, Oreg., and Nez Perce County, Idaho, to points in Walla Walla, Columbia, Garfield, and Asotin Counties, Wash. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Walla Walla, Wash.

No. MC 127828, filed December 27, 1965. Applicant: S. G. HOOKER, doing business as SON HOOKER TRUCKING, Post Office Box 428, Tenaha, Tex. Applicant's representative: Jerry Prestridge, 12th Floor, Capital National Bank Building, Austin, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Metal display shelving and related parts and accessories*, from the plantsite

of the Maytex Manufacturing Co., at or near Terrell, Tex., to points in California. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 127829, filed December 27, 1965. Applicant: ASHLAND XPRESS, INC., 320 West O Street, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Junk, scrap, and ferrous and nonferrous metal artefacts*, from the plantsite and yard facilities of the Andresen Scrap and Junk Yard, located in Saunders County, Nebr., on the one hand, and, on the other, points in Illinois, Indiana, Kansas, Missouri, Nebraska, and South Dakota. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Lincoln, Nebr.

No. MC 127830, filed December 27, 1965. Applicant: EVERETT PHILLIPS, 30 Arrington Avenue, Maysville, Ky. Applicant's representative: George M. Cattell, Suite 703-706, McClure Building, Frankfort, Ky., 40601. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities as are dealt in by retail department stores in retail delivery service*, from Maysville, Ky., to points in Adams, Brown, Clermont, Highland, and Scioto Counties, Ohio, under a continuing contract with Montgomery Ward and Co., Chicago, Ill., and *returned, rejected, and damaged shipments*, on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Frankfort, Ky.

MOTOR CARRIERS OF PASSENGERS

No. MC 1255 (Sub-No. 9), filed December 28, 1965. Applicant: McGINN BUS COMPANY, INC., 691 Broadway, Saugus, Mass. Applicant's representative: S. Harrison Kahn, 733 Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage* in charter operations from points in that part of Massachusetts bounded on the west and south by a line beginning at the New Hampshire-Massachusetts State line and extending along U.S. Highway 3 to junction Massachusetts Highway 4, thence along Massachusetts Highway 4 to junction Massachusetts Highway 27, thence over Massachusetts Highway 27 to Cape Cod Bay, including points on the indicated portions of the highways specified, to points in the United States (except Graymoor and New York, N.Y., points in Westchester County, N.Y., and those in Alaska, Hawaii, Maine, Vermont, New Hampshire, Rhode Island, Connecticut, and Massachusetts), and return over the same route, serving all intermediate points. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Boston, Mass.

No. MC 2395 (Sub-No. 2), filed December 30, 1965. Applicant: DELAWARE BUS COMPANY, a corporation, 1609 Delaware Avenue, Wilmington, Del. 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: (1) *Passengers and their baggage*, in the same vehicle with passengers, in special operations limited to round-trip, sightseeing, and pleasure tours designed for leisurely travel, as distinguished from expeditious point-to-point transportation, 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 and events of interest for which a fee is charged and (d) the cost of transportation, beginning and ending at points in New Castle County, Del., and extending to points in the United States including Alaska but excluding Hawaii, and (II) *Passengers and their baggage*, in special operations, beginning and ending at points in New Castle County, Del., and extending to the Connie Mack Stadium, located at 21st and Lehigh Avenue, Philadelphia, Pa., such operations to be conducted only in connection with sporting events being held at the said stadium. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Wilmington, Del.

No. MC 48561 (Sub-No. 11), filed December 28, 1965. Applicant: WILSON BUS LINES, INC., Main Street, East Templeton, Mass. Applicant's representative: Frank Daniels, 15 Court Square, Boston, Mass., 02108. 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, beginning and ending at points in Worcester and Franklin Counties, Mass., and extending to points in the United States (except Alaska and Hawaii). **NOTE:** Applicant states that (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. If a hearing is deemed necessary, applicant requests it be held at Boston, Mass.

No. MC 61016 (Sub-No. 23), filed December 14, 1965. Applicant: PETER PAN BUS LINES, INC., 144 Bridge Street, Springfield, Mass. Applicant's representative: Frank Daniels, 15 Court Square, Boston, Mass., 02108. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express and newspapers* in the same vehicle with passengers, from Amherst, Mass. to Hinsdale, N.H., from Amherst, Mass., over Massachusetts Highway 116 to junction Massachusetts Highway 63, thence over Massachusetts Highway 63 to junction Massachusetts Highway 10, thence over Massachusetts Highway 10 to Massachusetts-New Hampshire State line, thence over New Hampshire Highway 10 to junction New Hampshire Highway 119 thence over New Hampshire Highway 119 to Hinsdale, and thence return over New Hampshire Highway 63 to New Hampshire-Massachusetts State line, thence over Massachusetts Highway 63 to junction Massachusetts Highway 116, thence over Massachusetts Highway 116 to Amherst, serving all intermediate points. Note: If a hearing is deemed necessary, applicant requests it be held at Springfield, Mass.

No. MC 108531 (Sub-No. 8), filed December 13, 1965. Applicant: BLUE BIRD COACH LINES, INC., 502-504 North Barry Street, Orlean, N.Y. Applicant's representative: Kenneth T. Johnson, Bank of Jamestown Building, Jamestown, N.Y., 14701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in special operations, in round-trip, sightseeing, or pleasure tours, beginning and ending at points in Niagara and Erie Counties, N.Y., and extending to points in the United States (excluding Alaska and Hawaii), and including ports of entry on the international boundary between the United States and Canada. Note: If a hearing is deemed necessary, applicant requests it be held at Buffalo, N.Y.

APPLICATIONS FOR BROKERAGE LICENSES

MOTOR CARRIER OF PASSENGERS

No. MC 12975, filed December 20, 1965. Applicant: ROBERT F. SEYBOLD, doing business as THE INSIDE EDGE, 911 Route 70, Marlton Pike, Eriton, Cherry Hill, N.J. Applicant's representative: William A. Goichman, 1332 Philadelphia National Bank Building, Philadelphia, Pa., 19107. For a license (BMC 5) to engage in operations as a *broker* at Cherry Hill, N.J., in arranging for the transportation in interstate or foreign commerce, of *passengers and their baggage*, both individuals and groups, in charter operations in round-trip, all expense tours, beginning and ending in Cherry Hill, N.J., and extending to points in Pennsylvania, New York, and Vermont. Note: Applicant states that he is presently authorized to engage in the above specified operations as a broker at Cherry Hill, N.J.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN REQUESTED

MOTOR CARRIERS OF PROPERTY

No. MC 114194 (Sub-No. 119), filed December 13, 1965. Applicant: KREIDER TRUCK SERVICE, INC., 8003 Collinsville Road, East St. Louis, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Feed ingredients*, in bulk, from points in St. Francois County, Mo., to points in North Dakota, South Dakota, Nebraska, Colorado, Kansas, New Mexico, Texas, Oklahoma, Louisiana, Mississippi, Alabama, Arkansas, Tennessee, Kentucky, Ohio, Indiana, Illinois, Missouri, Iowa, Minnesota, Wisconsin, and Michigan, and *rejected shipments*, on return.

No. MC 124078 (Sub-No. 175), filed December 22, 1965. Applicant: SCHWERMANN TRUCKING CO., a corporation, 611 South 28th Street, Milwaukee, Wis., 53246. Applicant's representative: James H. Ziperski (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime*, from Knoxville, Tenn., to points in Kentucky, Virginia, North Carolina, South Carolina, Georgia, and Alabama.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-590; Filed, Jan. 19, 1966;
8:45 a.m.]

[Notice 118]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

JANUARY 17, 1966.

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 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 19945 (Sub-No. 2 TA), filed January 12, 1966. Applicant: BEHN-

KEN TRUCK SERVICE, INC., Illinois Route 2, New Athens, Ill., 62264. 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: *Pipe*, from Chester, Ill., to Centralia, Irvington, Flora, Carlinville, and Sparta, Ill., on traffic having a prior movement by water, for 150 days. Supporting shipper: Valley Steel Products Co., St. Louis, Mo. Send protests to: Harold Jolliff, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 476, 325 West Adams Street, Springfield, Ill., 62704.

No. MC 107496 (Sub-No. 442 TA), filed January 12, 1966. Applicant: RUAN TRANSPORT CORPORATION, Keosauqua Way at Third, Des Moines, Iowa. Applicant's representative: H. L. Fabritz (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia*, in bulk, from Apple River Chemical Co. near East Dubuque, Ill., to points in Iowa, Minnesota, and Wisconsin, for 150 days. Supporting shipper: Apple River Chemical Co., Post Office Box D, East Dubuque, Ill., 61025. Send protests to: Ellis L. Annett, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 227 Federal Office Building, Des Moines, Iowa, 50309.

No. MC 111729 (Sub-No. 129 TA), filed January 12, 1966. Applicant: ARMORED CARRIER CORPORATION, 222-17 Northern Boulevard, De Bois Building, Bayside, N.Y., 11361. Applicant's representative: J. K. Murphy (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commercial papers, documents, and written instruments, including originals and copies of checks, drafts, notes, money orders, travelers' checks and canceled bonds, and accounting papers relating thereto, including originals and copies of cash letters, letters of transmittal, summary sheets, adding machine tapes, deposit records, withdrawal slips, and debit and credit records* (except coin, currency, bullion, and negotiable securities), as are used in the operation of banks and banking institutions, between points in La Crosse County, Wis., on the one hand, and, on the other, Chicago, Ill., for 180 days. Supporting shippers: The Bataan National Bank, La Crosse, Wis.; Exchange State Bank, Post Office Box 6, Northside Station, La Crosse, Wis.; and, State Bank of La Crosse, La Crosse, Wis. Send protests to: E. N. Carignan, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 346 Broadway, New York, N.Y., 10013.

No. MC 113678 (Sub-No. 208 TA) (Correction), filed December 22, 1965, published FEDERAL REGISTER, issue of January 4, 1966, and republished as corrected

this issue. Applicant: CURTIS, INC., 770 East 51st Avenue, Denver, Colo., 80216. Applicant's representative: Richard A. Peterson, Box 2028, Lincoln, Nebr., 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packing-houses*, as described in Parts A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Sioux City, Iowa, and points in Dakota County, Nebr., to points in Colorado, Connecticut, Delaware, Massachusetts, Maryland, Michigan, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Virginia, Washington, D.C., and Chicago, Ill., and its commercial zone, for 180 days. Supporting shippers: Sioux City Dressed Pork Co., Sioux City, Iowa; Raskin Packing Co., Inc., Sioux City, Iowa; Swift & Co., 115 West Jackson Boulevard, Chicago, Ill., 60604; Floyd Valley Packing Co., Sioux City, Iowa; and Iowa Beef Packers, Inc., Dakota City, Nebr. Send protests to: Herbert C. Ruoff, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 222 Federal Building, Denver, Colo., 80202.

No. MC 115856 (Sub-No. 9 TA), filed January 12, 1966. Applicant: TRANSPORT DELIVERY COMPANY, 406 Thompson Building, Tulsa, Okla. Applicant's representative: John H. Hendren, Central Trust Building, Jefferson City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas*, in bulk, in tank vehicles, from the Mid-American Pipeline Co. terminal, at or near Cantril, Iowa, to points in Schuyler, Adair, Scotland, Knox, Clark, and Lewis Counties, Mo., for 180 days. Supporting shipper: Skelly Oil Co., Skelly Building, 605 West 47th Street, Post Office Box 436, Kansas City, Mo., 64141. Send protests to: C. L. Phillips, District, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 350, American General Building, 210 Northwest Sixth, Oklahoma City, Okla.

No. MC 116063 (Sub-No. 86 TA), filed January 12, 1966. Applicant: WESTERN - COMMERCIAL TRANSPORT, INC., 2400 Cold Springs Road, Post Office Box 270, Fort Worth, Tex., 76111. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer, fertilizer ingredients and fertilizer compounds*, dry, in bulk, from Sheerin, Tex., to Liberal, Kans., for 180 days. Supporting shipper: Mr. N. L. St. Dizier, traffic manager, the Shamrock Oil & Gas Corp., First National Bank Building, Box 631, Amarillo, Tex., 79105. Send protests to: Ralph Bezner, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 816 T & P Building, Fort Worth, Tex., 76102.

No. MC 126721 (Sub-No. 5 TA), filed January 12, 1966. Applicant: NEW WAY TRANSFER COMPANY, INC., 1931 Cherry Street, Kansas City, Mo.

Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *New television picture receiving tubes*, between Chicago, Ill., and Los Angeles, Calif., New Orleans, La., Benton, Ark., Glendale, N.Y., Orleans, Ind., New York, N.Y., Toledo, Ohio, Jersey City, N.J., Detroit, Mich., Newark, N.J., New Brighton, Minn., Metuchen, N.J., St. Paul, Minn., Baltimore, Md., Greenville, Tenn., Philadelphia, Pa., and Miami, Fla.; and (2) *glass plate face or implosion television tubes, glass bulbs or tubes or funnels, electric or electronic without metal fittings*, from Albion (Calhoun Co.), Mich., and Columbus, Ohio, to Chicago, Ill., and *damaged and/or rejected shipments*, on return, for 180 days. Supporting shipper: National Video Corp., 4300 West 47th Street, Chicago, Ill., 60632. Send protests to: John V. Barry, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 1100 Federal Office Building, 911 Walnut Street, Kansas City, Mo., 64106.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-646; Filed, Jan. 19, 1966;
8:47 a.m.]

[Notice 1287]

MOTOR CARRIER TRANSFER PROCEEDINGS

JANUARY 17, 1966.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-68367. By order of January 14, 1966, the Transfer Board approved the transfer to Roy Young, Inc., Abbeville, La., of the operating rights of Elkins Truck Lines, Inc., Lake Charles, La., authorizing the transportation, in Certificates Nos. MC-82569 and MC-82569 (Sub-No. 4), issued June 17, 1949, and June 13, 1951, respectively, of clean and rough rice, rice mill products, rice mill supplies and equipment, lumber, cement, and machinery, materials, supplies, and equipment incidental to, or used in, the construction, development, operation, and maintenance of facilities for the discovery, development, and production of natural gas and petroleum, over irregular routes, between points in Louisiana within 100 miles of Lake

Charles, La., including Lake Charles, and of fish meal, fish residuum, fish scrap, and fish oil, over irregular routes, from points in Cameron Parish, La., to points in Calcasieu Parish, La., and in Certificate of Registration No. MC-82569 (Sub-No. 6), issued March 17, 1964, of oilfield equipment, consisting of machinery, materials, supplies and equipment incidental to or used in the construction, development, operations and maintenance of facilities for the discovery, development and production of natural gas and petroleum, over irregular routes, to and between all points in the State of Louisiana. John A. Bivins, 416 Pioneer Building, Lake Charles, Louisiana, attorney for applicants.

No. MC-FC-68368. By order of January 14, 1966, the Transfer Board approved the transfer to Theodore R. Garmann, doing business as Hall Moving & Storage, Cincinnati, Ohio, of the operating rights in Certificate No. MC-100359 (Sub-No. 1), issued August 12, 1959, to Arizona Hall, doing business as Hall Moving & Storage Co., Cincinnati, Ohio, authorizing the transportation, over irregular routes, of: Household goods as defined by the Commission, between Cincinnati, Ohio, and points within 10 miles thereof, on the one hand, and, on the other, points in Florida, Georgia, Illinois, Indiana, Kentucky, Michigan, Missouri, New York, Ohio, Pennsylvania, and Tennessee. Jack B. Josselson, 700 Atlas Building, Cincinnati, Ohio, 45202, attorney for applicants.

No. MC-FC-68370. By order of January 14, 1966, the Transfer Board approved the transfer to Hilton-Spencerport Express, Inc., Hamlin, N.Y., Certificate of Registration No. MC-98214 (Sub-No. 1), issued November 8, 1963, to Harry Evingham, doing business as Hilton-Spencerport Express, Hamlin, N.Y., evidencing a right to engage in interstate or foreign commerce, as follows: General commodities, as defined by order of the said Commission dated November 29, 1949, in Case MT-4467, between all points in Monroe County. Herbert W. Lacy, 228 Plymouth Avenue South, Rochester, N.Y., 14608, attorney for applicants.

No. MC-FC-68404. By order of January 14, 1966, the Transfer Board approved the transfer to Holmes Cartage Co., a corporation, Killbuck, Ohio, of the operating rights in Certificates Nos. MC-106521, MC-106521 (Sub-No. 1) and MC-106521 (Sub-No. 2) issued October 29, 1946, May 6, 1949, and January 18, 1951, respectively, to M. Badertscher, doing business as Holmes Cartage Co., Killbuck, Ohio, authorizing the transportation, over irregular routes, of: Furnaces, and parts and accessories, and equipment used in the installation of furnaces, and hot air and hot water heaters, from points in Holmes County, Ohio, to Indianapolis, Ind., and points in Ohio, sandstone and sandstone products, from points in Holmes County, Ohio, to points in Illinois, Kentucky, Maryland, New Jersey, New York, Wisconsin, the District of Columbia, Pennsylvania, West Virginia, Indiana, and Michigan, rubber and rubber goods, from points in Holmes

County, Ohio, to points in Ohio. Herbert Baker and Robert T. Fitzsimmons, 50 West Broad Street, Columbus, Ohio, 43215, attorney for applicants.

No. MC-FC-68405. By order of January 14, 1966, the Transfer Board approved the transfer of Certificate of Registration No. MC-98090 (Sub-No. 1) issued October 31, 1963, in the name of Edward I. Knight, doing business as Knight Trucking and Carting, Mount Vernon, N.Y., evidencing a right to engage in interstate or foreign commerce as described below, to Knight Motor Freight, Inc., Mount Vernon, N.Y. General commodities between all points in Westchester County, from New York City to all points in Westchester County, from all points in Westchester County to New York City. William D. Traub, 10 East 40th Street, New York, N.Y., 10016, practitioner for applicants.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-647; Filed, Jan. 19, 1966;
8:47 a.m.]

[Sec. 5a Application 22; Amdt. 2]

**PACIFIC INLAND TARIFF
BUREAU, INC.**

Application for Approval of Amendments to Agreements

JANUARY 17, 1966.

The Commission is in receipt of an application in the above-entitled and numbered proceeding for approval of amendments to the agreement therein approved under the provisions of section 5a of the Interstate Commerce Act.

Filed January 12, 1966 by:

Donald E. Cross, 1329 E Street NW, Washington, D.C., 20004.
Arius C. Morris, 1732 Northwest Quimby Street, Portland, Oreg., 97209.

Amendments involved: Change the agreement so as to (1) designate the bureau as agent and attorney-in-fact for member carriers in lieu of presently designated individuals, (2) provide specific rules governing matters involving section 22 quotations, (3) revise the sched-

ule of charges applicable to members, and (4) eliminate the bureau's branch office in Spokane, Wash.

The application may be inspected at the Office of the Commission in Washington, D.C.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 20 days from the date of this notice. As provided by the general rules of practice of the Commission, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing.

By the Commission, division 2.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-648; Filed, Jan. 19, 1966;
8:47 a.m.]

CUMULATIVE LIST OF CFR PARTS AFFECTED—JANUARY

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published to date during January.

3 CFR **7 CFR—Continued** **9 CFR—Continued**

PROCLAMATIONS:

3235 (terminated by Proclamation 3696)	421	967	260	54	81
3323 (terminated by Proclamation 3697)	423	971	557	55	81
3695	123	993	80	56	81
3696	421	1421	474	71	81
3697	423	1427	474	72	81
		1434	7	73	81, 745
		52	270	74	81
		913	564	75	81
		916	295	76	81
		932	153	77	81
		1006	153, 352	78	7, 81
		1030	564	79	81
		1031	564	80	81
		1032	564	81	81
		1038	564	82	81
		1039	564	83	81
		1051	564	91	81
		1062	564	92	81
		1063	434, 564	94	81
		1067	564	95	81
		1068	92	96	81
		1070	564	97	81
		1078	564	101	82
		1079	564	102	82
		1099	434	120	82
		1130	92	122	81
		1138	477	123	82

5 CFR

213	5, 71,
	147, 287, 288, 473, 533, 557, 693
550	147

7 CFR

301	427
701	473
724	703
728	181, 194, 745
730	5, 148
775	194
775	194, 315
813	71, 72
814	74, 197
815	74
868	77
877	199
878	79
905	5, 148
907	148, 259, 342, 533, 704
909	534
910	6, 80, 259, 474, 534
913	259

8 CFR

101	535
103	535
204	535
205	535
245	535
299	536

9 CFR

51	81
52	81
53	81

9 CFR—Continued

	54	81
	55	81
	56	81
	71	81
	72	81
	73	81
	74	81
	75	81
	76	81
	77	81
	78	7, 81
	79	81
	80	81
	81	81
	82	81
	83	81
	91	81
	92	81
	94	81
	95	81
	96	81
	97	81
	101	82
	102	82
	120	82
	122	81
	123	82
	131	82
	151	82
	156	82

PROPOSED RULES:

94	538
----	-----

10 CFR

20	86
Ch. I	220, 221

12 CFR

115	17
530	287
545	315

Page	Page	Page	
12 CFR—Continued		21 CFR—Continued	
555	287	120	289
PROPOSED RULES:		121	9, 215, 216, 289, 290, 560
453	225	141e	560
545	576	146c	10
13 CFR		146e	560
Ch. III	8	148b	86
PROPOSED RULES:		166	264
121	225, 480	PROPOSED RULES:	
14 CFR		27	17
25	125	148g	712
37	125	166	565
39	82, 129, 249, 288, 475, 693	26 CFR	
71	83,	1	148
	129, 131, 203, 249, 250, 288, 342,	31	148
	427-429, 475, 536, 693.	151	429
73	475	270	32
75	342	275	40
97	132, 204, 251, 694	280	47
121	125	285	47
295	557	290	47
302	84	295	57
387	702	296	58
PROPOSED RULES:		301	148
23	93	PROPOSED RULES:	
25	93	170	217, 352
27	93	28 CFR	
29	93	0	704
37	296	30 CFR	
39	352, 574, 715	401	475
71	98, 99	PROPOSED RULES:	
	153, 154, 224, 270-272, 478, 716	27	89
73	297	32 CFR	
75	99, 352	41	705
135	717	733	291
221	754	1622	745
288	565	33 CFR	
399	224, 565	202	561
15 CFR		204	561
30	260	207	561
230	343	39 CFR	
384	85	4	537
16 CFR		16	537
13	261, 343-347, 558, 559	22	476
15	85	46	537
PROPOSED RULES:		115	476
70	539	201	265
17 CFR		PROPOSED RULES:	
240	86, 211, 262, 475, 560	51	294, 434, 538
PROPOSED RULES:		52	294, 434, 538, 564
230	577	53	294, 434, 538
239	577	58	294, 434, 538
18 CFR		61	294, 434, 538
2	215	96	712
152	430	132	294, 434, 538
153	430	133	294, 434, 538
156	430	41 CFR	
157	430	1-2	348
159	430	1-3	348
19 CFR		1-12	11
1	315	1-30	348
4	536	5-1	708
PROPOSED RULES:		8-19	745
2	266, 434	18-1	596
21 CFR		18-2	596
8	8	18-3	596
51	9	18-4	596
		18-5	596
41 CFR—Continued		41 CFR—Continued	
		18-6	596
		18-7	596
		18-8	596
		18-9	596
		18-10	596
		18-11	596
		18-12	596
		18-13	596
		18-14	596
		18-15	596
		18-16	596
		18-51	596
		18-52	596
42 CFR		42 CFR	
73		73	14
200		200	203
203		203	203
43 CFR		43 CFR	
PUBLIC LAND ORDERS:		3909	87
44 CFR		44 CFR	
705		705	151
707		707	151
708		708	432, 537
45 CFR		45 CFR	
Ch. IV		160	562
801		162	563
		164	563
46 CFR		PROPOSED RULES:	
160		502	356
162		510	764
47 CFR		47 CFR	
1		1	746
2		2	292
13		13	15
43		43	746
51		51	746
73		73	349, 350, 748
81		81	350
83		83	350
PROPOSED RULES:		PROPOSED RULES:	
2		2	353, 755
21		21	353
31		31	354
33		33	354
34		34	354
35		35	354
73		73	354, 355, 575, 756, 757
74		74	758
81		81	759
83		83	759
85		85	759
87		87	18, 353, 755, 763
89		89	18, 353, 763
91		91	18, 353, 763
93		93	18, 353, 763
97		97	575
49 CFR		49 CFR	
77		77	537
95		95	125, 710
50 CFR		50 CFR	
32		32	88, 351, 433
33		33	433