

# FEDERAL REGISTER

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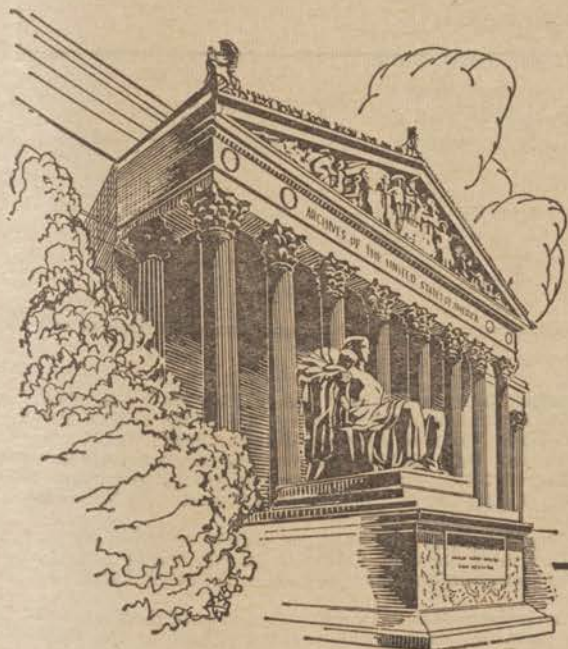
Thursday, March 10, 1966 • Washington, D.C.

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**Agencies in this issue—**

The President  
Agricultural Research Service  
Agricultural Stabilization and  
Conservation Service  
Agriculture Department  
Atomic Energy Commission  
Civil Aeronautics Board  
Coast Guard  
Defense Department  
Equal Employment Opportunity  
Commission  
Federal Aviation Agency  
Federal Communications Commission  
Federal Contract Compliance Office  
Federal Home Loan Bank Board  
Federal Maritime Commission  
Federal Power Commission  
Federal Reserve System  
Fish and Wildlife Service  
Food and Drug Administration  
Foreign Assets Control Office  
Housing and Urban Development  
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Interstate Commerce Commission  
Justice Department  
Land Management Bureau  
National Park Service  
Navy Department  
Post Office Department  
Public Roads Bureau  
Securities and Exchange Commission  
Small Business Administration

Detailed list of Contents appears inside.





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## Supplements to Title 3

### of the

## Code of Federal Regulations

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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.

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# Presidential Documents

## Title 3—THE PRESIDENT

### Proclamation 3707

#### NATIONAL MEDICARE ENROLLMENT MONTH

MARCH 1966

By the President of the United States of America

#### A Proclamation

WHEREAS, MEDICARE promises a dramatic step toward a better life for all older Americans through a dual program of hospital insurance and voluntary medical insurance;

WHEREAS, The Social Security Amendments of 1965 provide a deadline of March 31, 1966, for enrollment in the voluntary medical insurance portion of the program for Americans who reached 65 in 1965 or before;

WHEREAS, our older citizens are richly deserving of these benefits, and should not be deprived of this valuable protection for any time through neglect or oversight;

NOW, THEREFORE, I, LYNDON B. JOHNSON, President of the United States, do hereby proclaim the month of March 1966 as National Medicare Enrollment Month, and I invite the Governors of the States, the Commonwealth of Puerto Rico, and all other areas subject to the jurisdiction of the United States to issue similar proclamations.

I urge and direct all offices and agencies of the Executive Department to assist the Social Security Administration to give every eligible American an opportunity to sign up for this protection before time runs out.

And I urge every American citizen to lend his time and energy to this cause: to encourage every older friend and relative to make his choice while time remains, so that he may enjoy this protection, provided by a grateful Nation.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the United States of America to be affixed.

DONE at the City of Washington this sixth day of March, in the year of our Lord nineteen hundred and sixty-six, and  
[SEAL] of the Independence of the United States of America the one hundred and ninetieth.

LYNDON B. JOHNSON

By the President:

DEAN RUSK,  
*Secretary of State.*

[F.R. Doc. 66-2571; Filed, Mar. 8, 1966; 2:55 p.m.]



# Mathematical Elements

of Euclid

Translated by Thomas Heath

London: George Bell and Sons, 1908

Printed by George Bell and Sons, London

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# Rules and Regulations

## Title 7—AGRICULTURE

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

#### SUBCHAPTER B—FARM ACREAGE ALLOTMENTS AND MARKETING QUOTAS

[Amdt. 8]

#### PART 717—HOLDING OF REFERENDA ON MARKETING QUOTAS

##### Time of Voting and Communities

1. *Basis and purpose.* Pursuant to authority contained in applicable provisions of the Agricultural Adjustment Act of 1938, as amended (7 U.S.C. 1281 et seq.), the amendment herein to the Regulations Governing the Holding of Referenda on Marketing Quotas (28 F.R. 13249, 29 F.R. 16184, 30 F.R. 2521, 2588, 30 F.R. 6144, 14411, 14260, 31 F.R. 2413) is issued to change the time of voting in the State of Virginia, and to designate referenda community polling places. A complete list of polling places for all States is not being published at this time. This section will be amended later to complete the listing. It is contemplated that referenda community polling places for all States will be enclosed in an amendment to this part.

2. Since the referendum for burley tobacco is to be held on March 10 to determine whether tobacco growers are in favor of an acreage-poundage program, it is essential that this amendment be made effective as soon as possible. Accordingly, it is hereby determined and found that compliance with the notice, public procedure, and the 30-day effective date requirements of section 4 of the Administrative Procedure Act (5 U.S.C. 1003) is impracticable and contrary to the public interest, and this amendment shall be effective upon filing this document with the Director, Office of the Federal Register.

##### § 715.5 [Amended]

3. Section 715.5 is amended to establish 8 a.m. as the time polls shall be open and 6 p.m. as the time that polls shall be closed on the date fixed for holding a referendum in all counties in the State of Virginia.

4. Section 717.4 is amended by (1) designating the original paragraph of the said section as paragraph (a) and, (2) by adding a new paragraph designated as (b) to read as follows:

##### § 717.4 Place for balloting.

(b) Referendum Communities by States, and counties, are as follows:

#### ALABAMA

County; Burley tobacco; and Referendum communities

All counties—Regular ASCS communities.

#### GEORGIA

All counties—County is one community.

#### ILLINOIS

All counties—County is one community.

#### INDIANA

Bartholomew—County is one community.  
Brown—Hamblen and Jackson Townships; Johnson, Van Buren, and Washington Townships.

Clark—Bethlehem Township; Charlestown, Jeffersonville, and Utica Townships; Monroe and Union Townships; Oregon Township; Owen Township; Silver Creek, Carr, and Wood Townships; Washington Township.

Crawford—County is one community.  
Dearborn—Manchester Township; Caesar Creek and Clay Townships; Sparta and Hogan Townships; Kelso, York, and Jackson Townships; Center, Washington, and Lawrenceburg Townships; Harrison, Logan, and Miller Townships.

Decatur—County is one community.  
Dubois—County is one community.  
Fayette—County is one community.  
Floyd—Georgetown Township and Precinct 2 of Franklin Township; Greenville Township; Lafayette and New Albany Townships and Precinct 1 of Franklin Township.  
Fountain—County is one community.

Franklin—Brookville, Blooming Grove, Fairfield, Butler, and Highland Townships; Whitewater and Springfield Townships; Metamora, Laurel, Posey, Salt Creek, and Ray Townships.

Greene—Beech Creek and Highland Townships; Center, Jackson, and Richland Townships.

Harrison—Blue River, Spencer, Jackson, and Morgan Townships; Harrison, Scott, and Franklin Townships; Boone Township; Posey and Taylor Townships; Webster Township; Heth and Washington Townships.

Hendricks—County is one community.  
Henry—County is one community.  
Jackson—County is one community.  
Jefferson—Graham Township; Hanover Township; Lancaster Township; Madison Township; Milton Township; Monroe Township; Republican Township; Saluda Township; Shelby Township; Smyrna Township.

Jennings—Lovett, Marion, and Montgomery Townships; Bigger, Campbell, Center, Columbia, Geneva, Sandeek, Spencer, and Vernon Townships.

Johnson—County is one community.  
Lawrence—County is one community.  
Monroe—County is one community.  
Morgan—County is one community.  
Ohio—Cass and Union Townships; Pike Township; Randolph Township.  
Orange—County is one community.  
Owen—County is one community.  
Parke—County is one community.  
Perry—County is one community.  
Putnam—County is one community.

Ripley—Shelby Township; Brown Township; Adams, Center, Delaware, Franklin, Jackson, Johnson, Laughery, Otter Creek and Washington Townships.

Rush—County is one community.

Scott—Johnson Township; Lexington Township; Finley, Jennings, and Vienna Townships.

Shelby—County is one community.  
Spencer—Carter, Clay, Jackson, and Grass Townships; Ohio, Hammond, Harrison, and Huff Townships; Luce Township.

Sullivan—County is one community.  
Switzerland—Regular ASCS communities.

Union—County is one community.

Warrick—County is one community.  
Washington—Monroe and Jefferson Townships; Howard, Posey, and Madison Townships; Pierce, Polk, and Jackson Townships; Brown, Franklin, Gibson, Vernon, and Washington Townships.

#### KANSAS

All counties—Each county is one community.

#### KENTUCKY

Adair—A, B, C, D, E, F, G, ASCS communities.

Allen—A, B, C, D, E, F, G, ASCS communities.  
Anderson—A, B, C, D, E, F, G, ASCS communities.

Ballard—A, Bandana, Oscar, B, Kevil, LaCenter, C, Gage, Hinkleville; D, Barlow, Slater; E, Wickliffe, Blandville.

Barren—Political precincts: Glasgow 1 (1 through 6); Glasgow 2 (7, 8, 9); Dry Fork (Roseville 13 and Dry Fork 15); Snowsville (16); Austin (Old Austin Precinct); Temple Hill (12); 88 Community (13); Slick Rock (14); Coral Hill (15); Goodnight (16); Hiseville (17); Bon Ayre (18); Rocky Hill (19); Lucas (20); Cave City (21, 22 and 23); Park City (24).

Bath—A, Sharpsburg, Bethel; B, Reynoldsville, East Fork, White Oak, Slate Valley; C, Peasticks, Moores Ferry; D, Owingsville, Salt Well, Kendall Springs; E, Sudith, Peeled Oak, Licking Union.

Bell—County is one community.  
Boone—A, Petersburg, Hebron; B, Burlington, Florence; C, Union; D, Hamilton; E, Walton, Verona.

Bourbon—ASCS communities: A, B, C, D, E, F, G.

Boyd—1 (A, B, C, communities), 2 (D, E communities).

Boyle—ASCS communities: A, B, C, D, E, F, G.

Bracken—ASCS communities: A, B, C, D, E, F, G.

Breathitt—ASCS communities: A, B, C, D, E, F, G, Sewell, War Creek.

Breckinridge—Hardinsburg (1 and 2); Harned; McQuady; Balltown; Cloverport (1 and 2); Rhodella; Milner (Union Star voting precinct); Stephensport; Bewleyville; Irvington (1 and 2); Garfield; Custer; Hudson; Roff; Ben Johnson; Rockvale; Glen Dean.

Bullitt—Knob Creek, Shepardsville, Mount Washington, Solitude, Pine Tavern.

Butler—Morgantown, Old Dimple, Quality, Jetson, Welch Creek.

Caldwell—ASCS communities: A, B, C, D, E, F, G.

Calloway—ASCS communities: A, B, C, D, E, G; F (F-1 and F-2).

Campbell—ASCS communities A and C community B (A, West and B, East).

Carlisle—Bardwell, Cunningham, Milburn, Arlington.

Carroll—Locust, Prestonville, English, Worthville, Easterday, Eagle-Sanders, Ghent, Carrollton.



- Carter—Grayson, Carter City, Olive Hill, Upper Tygart, Willard.
- Casey—ASCS communities: A, B, C, D, E, F, G.
- Christian—ASCS communities: Apex, Carl, Church Hill, Consolation, Crofton, Herndon, Hopkinsville, Pembroke, Sinking Fork.
- Clark—ASCS communities: A, B, C, D, E, F, G.
- Clay—ASCS communities: A, B, C, D, E, F, G.
- Clinton—A, B-1, B-2, C-1, C-2, D-1, D-2, E-1, E-2.
- Crittenden—County is one community.
- Cumberland—ASCS communities: A, B, C, D, E, F, G, H, I.
- Davies—ASCS communities: A, B, C, D, E, F, G, H, J, K, L.
- Edmonson—ASCS communities: A, B, C, D, E.
- Elliott—ASCS communities: A, B, C, D, E.
- Estill—ASCS communities: A, B, C, D, E.
- Fayette—ASCS communities: A, B, C, D, E.
- Fleming—Muse's Mill, Plummers' Mill, Goddard, Wallingford, Foxport, Mount Carmel, Flemingsburg, Elizaville, Ewing, Fairview, Cowan, Hilltop, Sherburne, Tilton, Poplar Plains, Hillsboro, Grange City, Ringo's Mills.
- Floyd—County is one community.
- Franklin—ASCS communities: A, B, C, D, E, F, G, H.
- Fulton—County is one community.
- Gallatin—ASCS communities: A, B, C.
- Garrard—Lancaster, Buena Vista, Bryantsville, Paint Lick, Cartersville, Lawson, Buckeye, Hackley.
- Grant—ASCS communities: A, B, C, D, E, F, H, I; Community G (G-1 and G-2).
- Graves—Water Valley, Pilot Oak, Tri-city, Cuba, Wingo, Pryorsburg, Sedalia, Farmington, Fancy Farm, Morgans Grocery, Turners, Hutsons, Pottsville, Melber, Yahrs, Holshouser, Symsonia.
- Grayson—1 (voting precincts 1 and 2); 2 (voting precinct 16); 3 (voting precincts 6 and 7); 4 (voting precincts 8 and 14); 5 (voting precincts 9 and 15); 6 (voting precinct 10); 7 (voting precincts 11 and 18); 8 (voting precinct 18); 9 (voting precinct 12); 10 (voting precinct 19); 11 (voting precincts 4, 3, 5, 17).
- Green—ASCS communities: A, B, C, D, E, F, G.
- Greenup—ASCS communities: A, B, C, D, E, F, G, H, I.
- Hancock—ASCS community A; ASCS community B; Pellville voting precinct; Boling Chapel voting precinct.
- Hardin—Elizabethtown, Sonora, Upton, Stephensburg, Langley's Store, Solway, Cecilia, Howeaville, Rineyville, Vine Grove, Lincoln Trail.
- Harlan—County is one community.
- Harrison—Cynthiana, Connorsville, Renaker, Hinton, Berry, Sunrise, Oddville, Buena Vista.
- Hart—Munfordville, Kessinger, Horse Cave, Uno, Hardyville, Pascal, Linwood, Hammons, Bonnieville, Priceville, Cub Run.
- Henderson—Community A (voting precincts 1 and 2); community B (voting precincts 1 and 2); ASCS communities C, D, E, F, G.
- Henry—Bethlehem, Campbellsburg, Defoe, Eminence, Franklinton, Orville, Lockport, New Castle, Pleasureville, Sulphur, Smithfield, Port Royal.
- Hickman—ASCS community A; ASCS communities B and C combined; ASCS community D.
- Hopkins—White Plains, Earlington, Madisonville, Hanson, Nebo, Dawson Springs, Madisonville No. 2.
- Jackson—McKee, Foxtown, New Zion, Grayhawk, Tyner, Bond, Letterbox, Sand Gap, Clover Bottom, Kerby Knob.
- Jefferson—Middletown, Fisherville, Fern Creek, Okolona, Valley Station, Louisville.
- Jessamine—Little Hickman, Sulphur Well, Nicholasville, Red Oak, Keene, Wilmore.
- Johnson—Oil Springs, Flat Gap, Sitka, Wittenburg, Denver.
- Kenton—Communities A and C combined (Independence); Community B (Nicholson); Community D; Community E (Piner).
- Knott—County is one community.
- Knox—Gray, Girdler, Dewitt, King, Barbourville.
- Larue—ASCS communities: A, B, C, D, E.
- Laurel—ASCS communities: A, B, C, D, E, F, G.
- Lawrence—ASCS communities: A, B, C, D, E.
- Lee—ASCS communities: A, B, C, D, E.
- Leslie—ASCS communities: A, B, C, D, E.
- Letcher—County is one community.
- Lewis—ASCS communities: A, B, C, D, E, F, G.
- Lincoln—West Stanford, East Stanford, Crab Orchard, Ottenheim, Kings Mountain, Waynesburg, Hustonville.
- Livingston—County is one community.
- Logan—ASCS communities: A, B, D, E, G, H, J; community C (voting precincts 1 and 2); community F (voting precincts 1 and 2).
- Lyon—ASCS community A; ASCS communities B and C combined.
- McCracken—ASCS communities: A, B, C, D, E.
- McCreary—County is one community.
- McLean—ASCS communities: A, B, C, D, E, F, G.
- Madison—ASCS communities: A, B, C, D, E, F, G.
- Magoffin—1 (Salysersville Wards 1 and 2); 2 (Right Middle Fork community); 3 (Voting precinct No. 2); 4 (Voting precinct No. 4); 5 (Rockhouse, Pricey, Bloomington communities); 6 (Cow Creek, Johnson Fork, Grape Creek and White Oak communities); 7 (Lakeville, Stinson, Gun Creek, Burning Fork, Rockhouse communities); 8 (Left Middle Fork community); 9 (ASCS community).
- Marion—ASCS communities: Bradfordville, Calvary, Gravel Switch, Holy Cross, Jessetown, Loretto, North Lebanon, South Lebanon, Raywick, Riley, St. Mary.
- Marshall—ASCS communities: A, B, C, D, E.
- Martin—County is one community.
- Mason—ASCS communities: A, B, C, D, E, F, G, H, J.
- Meade—ASCS communities: A, B, C, D, E.
- Menifee—ASCS community A Plus Tarr Ridge Road, ASCS community B, ASCS community C except Tarr Ridge Road, ASCS community D, ASCS community E.
- Mercer—ASCS community A (1 and 2), ASCS communities B, C, D, and E.
- Metcalfe—Community A (East Fork-Sparks voting precinct, East and West Edmonton, Wisdom-Randolph precinct); Community B (Willow Shade community, Subtle community); Community C (Summer Shade community); Community D (voting precinct Knob; Lick-Saveyard, Center community); Community E (Sulphur Well precinct).
- Monroe—A, Center Point; B, East Tompkinsville; C, Flippin; D, Fountain Run; E, Gamaliel; F, Rock Bridge; G, Sulphur Lick; H, Turkey Neck Bend; J, West Tompkinsville.
- Montgomery—ASCS communities: A, B, C, D, E.
- Morgan—West Liberty, Blairs Mills, Cannel City, Ezel, Lenox, Grassy Creek, Dingus.
- Muhlenberg—ASCS communities: A, B, C, D, E.
- Nelson—ASCS communities: A, B, C, D, E, F, G, H, J.
- Nicholas—ASCS communities: A (1, 2, 3), B (1, 2), C (1, 2, 3), D, E.
- Ohio—Community A (Voting precincts Buford, Pleasant Ridge, Clear Run, Heflin); Community B (voting precincts Centertown, Matanzas, Equality); Community C (voting precincts Rosine, Balzetown, Cromwell); Community D (voting precincts Fordsville, Deanfield, Pattyville); Community E (Hartford); Community F (voting precincts Cool Springs, McHenry); Community G (voting precincts Narrows, Dundee, Olatin, Adaburg).
- Oldham—ASCS communities: A, B, C, D, E.
- Owen—Wheatley, New Liberty, Bromley, Long Ridge, Owenton, Lushy Mill, New Columbus, Bethany, Hesler, Monterey, Gratz.
- Owsley—Booneville, Leroose, Vincent, Travelers Rest, Island City, Conkling, Cow Creek, Ricetown.
- Pendleton—Falmouth, McKennysburg, Boner-Sansuck, Grassy Creek, Short Creek, Collinsville, Butler.
- Perry—1. (Communities C, D, E); 2. (Community B); 3. (Chavless community); 4. (Buckhorn community); 5. (Saul community).
- Pike—County is one community.
- Powell—ASCS communities: A, B, C, D, E.
- Pulaski—ASCS communities: A, B, C, D, E, F, G, H, J.
- Robertson—A-1 (Burika), A-2 (Piqua); A-3 (Mount Olivet), B-1 (Abigail); B-2 (Legion Bldg.), B-3 (Pinhook); C-1 (Kenton town), C-2 (Robertson County SCD Office).
- Rockcastle—ASCS communities: A, B, C, D, E.
- Rowan—ASCS communities (Brushy, Clearfield, Elliottville, Farmers, Pine Grove).
- Russell—ASCS communities: A, B, C, D, E, F, G.
- Scott—Community A (Georgetown); Community B (Great Crossing); Community C (Oxford); Community D (Porter); Community E (Sadleville); Community F (Stamping Ground 1); Community G (Stamping Ground 2).
- Shelby—ASCS communities: Christianburg, Harrisonville, North Shelby, Simpsonville, South Shelby.
- Simpson—A, East community 1; A, East community 2; B, Southwest community 1; B, Southwest community 2; C, Northwest community 1; C, Northwest community 2.
- Spencer—ASCS communities: A, B, C, D, E, F, G.
- Taylor—ASCS communities: A, B, C, D, E, F, G.
- Todd—ASCS communities: A, B, C, D, E, F, G, H, J, K, L.
- Trigg—ASCS communities: A, B, C, D, E.
- Trimble—ASCS community A; ASCS communities B-1 and B-2; ASCS community C.
- Union—County is one community.
- Warren—ASCS communities: A, B, C, D, E, F, G, H, J.
- Washington—1. Mooresville; 2. Willisburg; 3. Mackville; 4. Texas; 5. Fredericktown; 6. Springfield.
- Wayne—ASCS communities: A, B, C, D, E, F, G, H, J, K, L, I-1.
- Webster—ASCS communities: Clay, Dixon, Providence, Seabee, Slaughters.
- Whitley—ASCS communities: A, B, C, D, E, F, G.
- Wolfe—Community A (voting precincts 3 and 9 East of Swift Creek); Community B (Remainder precinct 9, Rogers No. 4, Smith No. 14, Antioch No. 8, Torrent No. 12); Community C (voting precincts No. 5 Upper Holly, No. 6 Lower Stillwater, No. 13 Upper Stillwater, No. 15 Lower Holly); Community D (voting precincts No. 1 Upper Lee City, No. 10 Lower Lee City, No. 16 Helechawa); Community E (voting precincts No. 2 Upper Hazel Green, No. 11 Lower Hazel Green, No. 7 Clifty).
- Woodford—ASCS communities: A, B, C, D, E, F.



MISSOURI

Buchanan—Rush and Wayne Lake one community; Bloomington and Crawford one community; Agency, Platte, and Jackson one community; Center, Marion, Washington, and Tremont one community.  
Charlton—Keytesville, Bowling Green, Musselfork, and Salt Creek at Keytesville.  
Salisbury and Charlton—At Charlton.  
Howard—Boonslick Township; Charlton Township; Prairie Township; Richmond, Burton, and Franklin as one township.  
Platte—Carroll, Fair, Green, Marshall, Preston, Weston, Lee-Pettis-Walton.  
Andrew—County is one community.  
Atchison—County is one community.  
Bates—County is one community.  
Bohlinger—County is one community.  
Boone—County is one community.  
Caldwell—County is one community.  
Callaway—County is one community.  
Carroll—County is one community.  
Christian—County is one community.  
Clay—County is one community.  
Clinton—County is one community.  
Cole—County is one community.  
Cooper—County is one community.  
De Kalb—County is one community.  
Howell—County is one community.  
Knox—County is one community.  
Lafayette—County is one community.  
Lincoln—County is one community.  
Monteau—County is one community.  
Randolph—County is one community.  
Ray—County is one community.  
Ripley—County is one community.  
St. Francois—County is one community.  
Saline—County is one community.  
Shelby—County is one community.  
Stone—County is one community.  
Taney—County is one community.  
Texas—County is one community.

NORTH CAROLINA

Alleghany—Regular ASCS communities, except Gap Civil includes communities of Gap Civil, Cherry Lane, Glade Creek and Whitehead.  
Ashe—Regular ASCS communities.  
Avery—Regular ASCS communities except Cranberry Township is combination of Elk Park, Heaton, and Minneapolis communities, and Ingalls is combination of Altamont, Linville, and Toe River Townships.  
Brunswick—County is one community.  
Buncombe—Voting precincts Lower Hominy, Upper Hominy, Ivy No. 1, Ivy No. 2, Sandy Mush No. 1, and Sandy Mush No. 2 are separate. All others are regular ASCS communities.  
Burke—County is one community.  
Caldwell—County is one community.  
Cherokee—Regular ASCS communities.  
Clay—Regular ASCS communities except Hiwassee and Shooting Creek is combination of two regular ASCS communities.  
Cleveland—County is one community.  
Davidson—County is one community.  
Gaston—County is one community.  
Graham—Regular ASCS communities.  
Granville—County is one community.  
Haywood—Regular ASCS communities except Mount Sterling Township is a community.  
Henderson—County is one community.  
Iredell—County is one community.  
Jackson—ASCS communities of Qualla and Bakers Creek combined. ASCS communities of Sylva, Savannah, Scotts Creek, Cullowhee, and Webster combined. ASCS communities of Caney Fork, Canada, Hamburg, and River combined.  
McDowell—County is one community.  
Macon—Franklin, East Franklin, Union, Millsboro, Cartoogechaye, Ellijay, Sugarfork Flats, Smithbridge are combined into one community. Iotla and Burntwood are combined into one community. Cowee and Nantahala are regular ASCS communities.  
Madison—Regular ASCS communities.  
Mitchell—Regular ASCS communities.

Polk—County is one community.  
Rutherford—County is one community.  
Stokes—County is one community.  
Surry—County is one community.  
Swain—Regular ASCS communities.  
Transylvania—Regular ASCS communities except Brevard, Boyd, Catheys Creek, Gloucester are combined into one referendum community.  
Watauga—Regular ASCS communities.  
Wilkes—County is one community.  
Yancey—Regular ASCS communities.

OHIO

Butler—County is one community.  
Adams—Bratton, Brush Creek, Franklin, Green, Jefferson, Manchester, Liberty, Meigs, Monroe, Oliver, Scott, Sprigg, Tiffin, Wayne, and Winchester Townships, Lynx, Cedar Mills, Rome Village, Rome, Sandy Springs, Wamsley, Chrun Creek, Peebles East, Peebles West, Peebles South, Jacksonville, Mineral Springs, Bentonville, Bradyville precincts.  
Brown—Byrd, Clark, Eagle, Franklin, Green, Perry, Sterling, Huntington, Jackson, Jefferson, Lewis, Pike, Pleasant, Scott, Union, and Washington Townships.  
Athens—County is one community.  
Greene—County is one community.  
Hamilton—County is one community.  
Gallia—Addison, Cheshire, Clay, Green, Gallipolis, Greenfield, Guyan, Harrison, Huntington, Morgan, Ohio, Perry, Raccoon, Springfield, and Walnut Townships.  
Highland—Brushcreek, Clay, Salem, Concord, Fairfield, Hamer, Jackson, Liberty, Dodson, Union, Madison, Marshall, New Market, Paint, Penn, Washington, Whiteoak Townships.  
Jackson—County is one community.  
Lawrence—Windsor, Union, Rome, Symmes, Washington, Aid, Lawrence, Hamilton, Upper, Perry, Fayette, Decatur, and Mason Townships.  
Licking—County is one community.  
Meigs—Sutton, Chester, Bedford, Salisbury, Salem, Columbia, Scipio, and Rutland Townships.  
Monroe—County is one community.  
Montgomery—County is one community.  
Morgan—County is one community.  
Noble—County is one community.  
Pike—Camp Creek, Mifflin, Union, Sunfish, Newton, Benton, Perry, Beaver, Marion, Jackson, Scioto, Seal, Pee Dee, and Pebble Townships.  
Preble—County is one community.  
Ross—County is one community.  
Scioto—Brush Creek, Rarden, Morgan, Rush, Union, Nile, Washington, Bloom, Jefferson, Clay, Valley, Harrison, Madison, Porter, Vernon, and Green Townships.  
Union—County is one community.  
Vinton—County is one community.  
Warren—County is one community.  
Fayette—County is one community.  
Delaware—Porter Township.  
Clinton—County is one community.  
Clermont—Batavia, Ohio, Franklin, Jackson, Wayne, Williamsburg, Miami, Stone-lick, Monroe, Pierce, Union, Tate, and Washington Townships.

SOUTH CAROLINA

All counties—Each county is one community.

TENNESSEE

Anderson—Regular ASCS communities.  
Bedford—Haley, 1st and 2d Civil Districts; Shelbyville, 3d, 4th, 5th, 6th, 7th, 8th, and 21st Civil Districts; Unionville, 9th and 11th Civil Districts; Rover, 10th Civil District; Wheel, 18th Civil District; Richmond, 19th Civil District; Pleasant Grove, 20th Civil District; New Hermon, 22d Civil District; Singleton, 23d Civil District; Flat Creek, 24th Civil District; Rowesville, 25th Civil District.

Benton—County is one community.  
Bledsoe—County is one community.  
Blount—Referendum communities are as follows: (1) 1st Civil District; (2) 2d Civil District; (3) 3d and 17th Civil Districts; (4) 4th Civil District; (5) 5th Civil District; (6) 6th Civil District; (7) 7th Civil District; (8) 8th Civil District; (9) 9th Civil District; (10) 10th Civil District; (11) 11th Civil District; (12) 12th Civil District; (13) 13th Civil District; (14) 14th Civil District; (15) 15th Civil District; (16) 18th Civil District; (17) 19th Civil District.  
Bradley—Regular ASCS communities except as follows: (1) Regular communities E, G, H, J, K, and N are combined as one referendum community (Cleveland); (2) regular communities D and F are combined as one referendum community (No. 4, Liberty).  
Campbell—Regular ASCS communities except that regular communities F and G are combined as one referendum community (Jacksboro).  
Cannon—Regular ASCS communities except as follows: (1) Regular communities A and K are combined as one referendum community; and (2) regular communities C and L are combined as one referendum community.  
Carroll—County is one community.  
Carter—(1) 1st Civil District; (2) 2d Civil District; (3) 3d Civil District; (4) 4th Civil District; (5) 5th Civil District; (6) 6th Civil District; (7) 7th and 15th Civil Districts; (8) 8th Civil District; (9) 9th Civil District; (10) 10th Civil District; (11) 11th Civil District; (12) 12th Civil District; (13) 13th Civil District; (14) 14th Civil District; (15) 16th Civil District; (16) 17th Civil District; (17) 18th Civil District.  
Cheatham—Regular ASCS communities.  
Claiborne—Regular ASCS communities.  
Clay—Regular ASCS communities.  
Cocke—Regular ASCS communities.  
Coffee—Regular ASCS communities are combined as four referendum communities: (1) A, B, C, E, and N; (2) D and M; (3) F, G, K, and L; (4) H and J.  
Cumberland—Regular ASCS communities except that regular communities D, F, and G are combined as one referendum community (Crab Orchard).  
Davidson—Regular ASCS communities except as follows: (1) Regular communities A, B, C, D, E, and J are combined as one community; and (2) Regular communities F, G, and L are combined as one referendum community.  
Decatur—County is one community.  
De Kalb—Regular ASCS communities.  
Dickson—Dickson, comprised of regular communities A, B, C, D, E, M, and N; Charlotte, comprised of regular communities F, G, and O; Stayton, regular community H; Yellow Creek, regular community L; Vanleer, comprised of communities J and K.  
Dyer—County is one community.  
Fentress—Regular ASCS communities.  
Franklin—Regular ASCS communities except that regular communities A, H, K, L, and P are combined as one referendum community.  
Giles—Regular ASCS communities except that regular communities are combined as follows: (1) Regular communities A and J are one community; (2) Regular communities B, C, and V are one community; (3) Regular communities D and F are one community; (4) Regular communities E and S are one community; (5) Regular communities G and H are one community; (6) Regular communities U and X are one community.  
Grainger—Regular ASCS communities.  
Greene—Regular ASCS communities.  
Grundy—County is one community.  
Hamblen—Regular ASCS communities.



Hamilton—Regular ASCS communities M and N are combined as one community; regular ASCS communities C, F, H, K, and L are combined as one community.

Hancock—Regular ASCS communities except for 5th Civil District which is divided as two referendum communities: Frost Ford and Rock Hill.

Hardin—County is one community.

Hawkins—Regular ASCS communities.

Henry—County is one community.

Hickman—Regular ASCS communities.

Houston—Regular ASCS communities except regular communities A and B are combined as one community.

Humphreys—County is one community.

Jackson—Regular ASCS communities.

Jefferson—Regular ASCS communities.

Johnson—Regular ASCS communities.

Knox—Regular ASCS communities except that regular communities L and R are combined as one community (Bonny Kate).

Lawrence—Regular ASCS communities except as follows: (1) Regular communities B and F are combined as one community (Deerfield); (2) Regular communities R and T are combined as one community (Mars Hill); (3) Regular communities A, D, H, L, M, N, O, P, and S are combined as one community (Lawrenceburg).

Lewis—Regular ASCS communities except that regular communities A, B, and D are combined as one community (Hohenwald).

Lincoln—Molino, 1st and 20th Civil Districts; 2d Civil District (Taft); Flintville, 3d and 24th Civil Districts; Champ, 4th Civil District; Mulberry, 5th Civil District; Bellville, 6th Civil District; Mimosa, 7th Civil District; Fayetteville, 8th Civil District; Howell, 9th Civil District; Petersburg, 10th Civil District; Blakesville, 11th Civil District; Fairview, 12th Civil District; West Cyrtuston, 13th Civil District; Boonshill, 14th Civil District; McBurg, 15th Civil District; Delrose, 16th Civil District; Blanche, 17 and 18th Civil Districts; Kirkland, 19th Civil District; Howell Hill, 21st and 22d Civil Districts; Smithland, 25th Civil District.

Loudon—Regular ASCS communities.

McMinn—Regular ASCS communities.

Macon—Regular ASCS communities.

Marion—County is one community.

Marshall—Regular ASCS communities.

Maury—Regular ASCS communities.

Meigs—Regular ASCS communities.

Monroe—Regular ASCS communities.

Montgomery—Regular ASCS communities.

Moore—Regular ASCS communities.

Morgan—Regular ASCS community B; Regular ASCS Communities A, D, and H are combined as one community (Deer Lodge); Regular ASCS communities C, E, F, G, and J are combined as one community (Wartburg).

Overton—Regular ASCS communities except that regular communities M and N are combined as one referendum community (Alpine).

Pickett—Regular ASCS communities.

Polk—Regular ASCS communities except that regular communities B, C, and D are combined as one referendum community.

Putnam—Regular ASCS communities.

Rhea—Regular ASCS communities except that regular communities C and D are combined as one referendum community.

Roane—Regular ASCS communities.

Robertson—Regular ASCS communities.

Rutherford—Regular ASCS community H; Regular ASCS communities J and L are combined as one community (Rockvale); All other regular ASCS communities are combined as one referendum community (Murfreesboro).

Scott—County is one community.

Sevier—Regular ASCS communities.

Smith—Regular ASCS communities.

Stewart—Regular ASCS communities except that regular communities G, J, K, and L are combined as one referendum community.

Sullivan—Referendum communities are as follows: (1) 1st Civil District; (2) 2d and 17th Civil Districts; (3) 3d Civil District; (4) 4th Civil District; (5) 5th Civil District; (6) 6th Civil District; (7) 7th Civil District; (8) 8th Civil District; (9) 9th Civil District; (10) 10th and 11th Civil Districts; (11) 12th and 13th Civil Districts; (12) 14th Civil District; (13) 15th Civil District; (14) 16th Civil District; (15) 18th Civil District; (16) 19th and 22d Civil Districts; (17) 20th Civil District; (18) 21st Civil District.

Sumner—Regular ASCS communities.

Trousdale—Regular ASCS communities.

Union—Regular ASCS communities.

Van Buren—Regular ASCS communities.

Warren—Regular ASCS communities except: (1) Regular communities A and E are combined as one community (McMinnville); (2) Regular communities B and D are combined as one community (Triangle).

Washington—Regular ASCS communities.

Weakley—Regular ASCS communities.

White—Regular ASCS communities.

Williamson—Regular ASCS communities except that regular communities A and Y are combined as one referendum community.

Wilson—Regular ASCS communities.

## VIRGINIA

Albemarle—Regular ASCS communities.

Amelia—Regular ASCS communities.

Appomattox—Regular ASCS communities.

Bedford—Regular ASCS communities.

Bland—Regular ASCS communities.

Brunswick—Regular ASCS communities.

Buchanan—All of Grundy Magisterial District except the Prater voting precinct; The Prater voting precinct of the Grundy Magisterial District; All of Garden Magisterial District and the Garden voting precinct of the Hurricane Magisterial District; The Council voting precinct of the Hurricane Magisterial District; The Davenport and Fox voting precincts of the Hurricane Magisterial District.

Buckingham—County is one community.

Campbell—County is one community.

Carroll—Regular ASCS communities.

Charlotte—County is one community.

Cumberland—County is one community.

Dickenson—Twin Branch, Tarpon, Bartlick, Grassy, and Breaks voting precincts in Willis Magisterial District; Kennedy ASCS community, Clintwood ASCS community, and the Artrip voting precinct in Willis Magisterial District; Counts, Sand Lick, Moss, and Turner precincts in Sand Lick Magisterial District and Haysl voting precinct in Willis Magisterial District; Morgan, Sullivan, Duty, and Frying Pan voting precincts in Sand Lick Magisterial District; Ervington ASCS community.

Dinwiddie—County is one community.

Floyd—Little River and Court House ASCS communities are combined into one referendum community; Indian Valley ASCS community; Alum Ridge ASCS community.

Fluvanna—County is one community.

Franklin—County is one community.

Giles—County is one community.

Grayson—Elk Creek, Fries, and Oldtown political precincts; Mouth of Wilson and Potato Creek political precincts; Whitetop and Mount Rogers political precincts; Rugby and Grassy Creek political precincts; Grant, Pugh Place, Flatridge, and Barton's Cross Roads political precincts.

Halifax—County is one community.

Lee—Regular ASCS communities.

Madison—County is one community.

Mecklenburg—Regular ASCS communities.

Montgomery—County is one community.

Nelson—County is one community.

Nottoway—County is one community.

Pittsylvania—County is one community.

Powhatan—Regular ASCS communities.

Prince Edward—Farmville, Hampden, Leigh, and Lockett communities are combined into one referendum community; Prospect and Buffalo communities are combined into one referendum community.

Pulaski—County is one community.

Russell—Regular ASCS communities.

Scott—Floyd ASCS community; Stoney Creek voting precinct; Slant and Cove Creek voting precincts are combined; Gate City East Ward and Gate City West Ward and Moccasin Gap voting precincts combined; Fraley and Smith voting precincts combined; Powers voting precinct; Clinchport and Rye Cove voting precincts combined; Duffield voting precinct; France voting precinct; Peters voting precinct; Big Cut voting precinct; Wininger voting precinct; Stoney Point voting precinct; Hiltons voting precinct; Valley Creek voting precinct; Nickelsville voting precinct; Pattonville voting precinct; Rollers voting precinct; Jennings voting precinct; Addington voting precinct.

Smyth—Douglas voting precinct of St. Clair ASCS community; All of St. Clair ASCS community except Douglas voting precinct; Rich Valley ASCS community; Marion ASCS community.

Tazewell—Freestone and Tannersville voting precincts combined; Malden Spring ASCS community, except Tannersville voting precinct; Jeffersonville and Clear Fork ASCS communities combined, except Freestone voting precinct.

Washington—Regular ASCS communities.

Wise—Regular ASCS communities.

Wythe—County is one community.

## WEST VIRGINIA

Boone—No. 1, Washington Magisterial District; No. 2, Scott Magisterial District.

Cabell—Regular ASCS communities.

Greenbrier—Regular ASCS communities.

Jackson—Regular ASCS communities.

Kanawha—Regular ASCS communities.

Lincoln—Regular ASCS communities.

Logan—Regular ASCS communities.

McDowell—Regular ASCS communities.

Mason—No. 1, Regular ASCS community; No. 2, Regular ASCS community; No. 3, Regular ASCS community; No. 4, Voting precinct No. 8; No. 5, Voting precinct Nos. 9 and 10; No. 6, Voting precinct Nos. 5, 6, and 7; No. 7, Voting precinct No. 25; No. 8, Voting precinct Nos. 24 and 26.

Mercer—Regular ASCS communities.

Monroe—Regular ASCS communities.

Putnam—No. 1, Voting precinct Nos. 7, 8, 9, 10, 27, 28, 29, 31, 32, and 33; No. 2, Voting precinct Nos. 3, 26, and 30; No. 3, Voting precinct Nos. 11 and 12; No. 4, Voting precinct No. 13, No. 5, Voting precinct Nos. 1, 2, 4, 5, 15, 16, 17, 18, 19, 20, 21, 22, 23, 34, 37, 38, and 40.

Raleigh—Regular ASCS communities.

Ritchie—Regular ASCS communities.

Roane—Regular ASCS communities.

Summers—Regular ASCS communities.

Wayne—Regular ASCS communities.

Wirt—Regular ASCS communities.

Wood—Regular ASCS communities.

Wyoming—Regular ASCS communities.

(Secs. 312, 336, 343, 344a, 354, 358, 375, 52 Stat. 46, as amended, 55, as amended, 56, as amended, 61, as amended, 55 Stat. 88, as amended, 52 Stat. 66, as amended, 79 Stat. 1187; 7 U.S.C. 1312, 1336, 1343, 1344b, 1354, 1358, 1375)



Effective date: Date of filing this document with the Director, Office of the Federal Register.

Signed at Washington, D.C., on March 4, 1966.

RAY FITZGERALD,  
Acting Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 66-2472; Filed, Mar. 7, 1966; 9:26 a.m.]

**PART 724—BURLEY, FLUE-CURED, FIRE-CURED, DARK AIR-CURED, VIRGINIA SUN-CURED, CIGAR-BINDER (TYPES 51 AND 52), CIGAR-FILLER AND BINDER (TYPES 42, 43, 44, 53, 54, AND 55), AND MARYLAND TOBACCO**

**Proclamation of Results of Marketing Quota Referenda for Cigar-Binder Tobacco and Cigar-Filler and Binder Tobacco**

*Basin and purpose.* The purpose of this proclamation is to add §§ 724.35v and 724.35w to announce the results of the cigar-binder (types 51 and 52) tobacco and cigar-filler and binder (types 42, 43, 44, 53, 54, and 55) tobacco marketing quota referenda for the 3 marketing years beginning October 1, 1966. Under the provisions of the Agricultural Adjustment Act of 1938, as amended, the Secretary proclaimed national marketing quotas for cigar-binder (types 51 and 52) tobacco and for cigar-filler and binder (types 42, 43, 44, 53, 54, and 55) tobacco for the 1966-67, 1967-68 and 1968-69 marketing years, and announced the amounts of the national marketing quotas for such two kinds of tobacco for the 1966-67 marketing year (31 F.R. 703). The Secretary announced (31 F.R. 718) that referenda would be held on February 10, 1966, to determine whether cigar-binder (types 51 and 52) tobacco and cigar-filler and binder (types 42, 43, 44, 53, 54, and 55) tobacco producers were in favor of or opposed to marketing quotas for the 3 marketing years beginning October 1, 1966. Since the only purpose of this proclamation is to announce the results of the referenda, it is hereby found and determined that compliance with the notice, public procedure, and effective date provisions of section 4 of the Administrative Procedure Act (5 U.S.C. 1003) is unnecessary.

§ 724.35v Proclamation of the results of the cigar-binder (types 51 and 52) tobacco marketing quota referendum for the 3-year period beginning October 1, 1966.

In a referendum of farmers engaged in the production of the 1965 crop of cigar-binder (types 51 and 52) tobacco held on February 10, 1966, 354 farmers voted. Of those voting, 342 or 96.6 percent, favored quotas for a period of 3 years beginning October 1, 1966; 12 or 3.4 percent were opposed to quotas. Therefore, the national marketing quota of 9.0 million pounds proclaimed January 14, 1966 (31 F.R. 703), for cigar-binder (types 51 and 52) tobacco for the

1966-67 marketing year will be in effect for such year, and marketing quotas on cigar-binder (types 51 and 52) tobacco will be in effect for the 3 marketing years beginning October 1, 1966.

§ 724.35w Proclamation of the results of the cigar-filler and binder (types 42, 43, 44, 53, 54, and 55) tobacco marketing quota referendum for the 3-year period beginning October 1, 1966.

In a referendum of farmers engaged in the production of the 1965 crop of cigar-filler and binder (types 42, 43, 44, 53, 54, and 55) tobacco held on February 10, 1966, 3,659 farmers voted. Of those voting, 3,340 or 91.3 percent, favored quotas for a period of 3 years beginning October 1, 1966; 319 or 8.7 percent were opposed to quotas. Therefore, the national marketing quota of 34.6 million pounds proclaimed January 14, 1966 (31 F.R. 703), for cigar-filler and binder tobacco for the 1966-67 marketing year will be in effect for such year, and marketing quotas on cigar-filler and binder (types 42, 43, 44, 53, 54 and 55) tobacco will be in effect for the 3 marketing years beginning October 1, 1966.

(Secs. 312, 375; 52 Stat. 46, as amended, 66, as amended; 7 U.S.C. 1312, 1375)

Done at Washington, D.C., this 7th day of March 1966.

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

[F.R. Doc. 66-2533; Filed, Mar. 9, 1966; 8:49 a.m.]

**Chapter VIII—Agricultural Stabilization and Conservation Service (Sugar), Department of Agriculture**

**SUBCHAPTER G—DETERMINATION OF PROPORTIONATE SHARES**

[Sugar Reg. 857.15]

**PART 857—SUGARCANE; PUERTO RICO**

**Proportionate Shares for Farms—1966-67 Crop**

The following regulation is issued pursuant to the provisions of section 302 of the Sugar Act of 1948, as amended.

§ 857.15 Proportionate shares for the 1966-67 crop of sugarcane not required.

It is determined for the 1966-67 crop of sugarcane that, in the absence of proportionate shares, the production of sugar from such crop will not be greater than the quantity needed to enable the area to meet its quota for 1967, the calendar year during which the larger part of the sugar from such crop normally will be marketed, and provide a normal carryover inventory. Consequently, proportionate shares will not be in effect in Puerto Rico for the 1966-67 crop of sugarcane.

*Statement of bases and considerations.* Section 302 of the Sugar Act, as recently amended, provides, in part, that the Secretary shall determine for each crop year

whether the production of sugar from any crop of sugarcane will, in the absence of proportionate shares, be greater than the quantity needed to enable the area to meet its quota and provide a normal carryover inventory, as estimated by the Secretary for such area for the calendar year during which the larger part of the sugar from such crop normally would be marketed. Such determination shall be made only after due notice and opportunity for an informal public hearing.

In accordance with this provision of the Act, an informal public hearing was held in Washington, D.C., on February 4, 1966. Interested persons were invited to submit views and recommendations concerning the possible establishment of proportionate shares for the 1966-67 crop of sugarcane.

The spokesman for the Association of Sugar Producers of Puerto Rico, the members of which grow nearly 30 percent of all sugarcane and process nearly 88 percent of all the cane grown in Puerto Rico recommended that proportionate shares not be established for the 1966-67 crop. He stated that currently there are somewhat more than 300,000 acres devoted to sugarcane on the island. Based on an average yield of 3.5 tons per acre (for the 5 years 1959-60 to 1963-64, the average yield per acre was 3.2 tons) production from the 1966-67 crop will approximate 1,050,000 tons. Puerto Rico's basic mainland quota for 1967 will be 1,140,000 short tons, raw value, of sugar. The local consumption quota should be about 130,000 tons, resulting in a total marketing opportunity of approximately 1,270,000 short tons. Thus, production from the 1966-67 crop will be considerably below this marketing opportunity for 1967. Data available to the Department supports these statistics and the recommendation made by the spokesman. No other interested person offered testimony at the hearing.

Accordingly, I hereby find and conclude that the foregoing regulation will effectuate the applicable provisions of the Act.

(Sec. 403, 61 Stat. 932; 7 U.S.C. 1153, secs. 301, 302, 61 Stat. 929, 930 as amended, 7 U.S.C. 1131, 1132)

*Effective date.* Date of publication.

Signed at Washington, D.C., on March 4, 1966.

ORVILLE L. FREEMAN,  
Secretary.

[F.R. Doc. 66-2534; Filed, Mar. 9, 1966; 8:49 a.m.]

**Title 12—BANKS AND BANKING**

**Chapter II—Federal Reserve System  
PART 262—RULES OF PROCEDURE**

**Merger Applications**

1. Effective March 2, 1966, § 262.2(f) (5) is amended to read as follows:

§ 262.2 Applications and requests.

(f) Bank holding company and merger applications. \* \* \*



(5) (i) Each Order of the Board approving a holding company application includes, as a condition of such approval, a requirement that the transaction approved shall not be consummated within 7 calendar days following the date of such order, except in emergency or other situations as to which the Board determines that such a requirement would not be in the public interest. (ii) Each order of the Board approving a merger application includes, pursuant to the Act approved February 21, 1966 (12 U.S.C. 1828(c)(1)(6)), a requirement that the transaction approved shall not be consummated before the 13th calendar day following the date of such order, except as the Board may otherwise determine pursuant to emergency situations as to which the Act permits consummation at earlier dates. (iii) Each order approving an application also includes, as a condition of approval, a requirement that the transaction approved shall be consummated within 3 months and, in the case of acquisition by a holding company of stock of a newly organized bank, a requirement that such bank shall be opened for business within 6 months.

2a. The purpose of this amendment is to conform § 262.2(f)(5) insofar as it relates to delay in consummation of approved merger applications to the provisions of the bank merger legislation approved February 21, 1966 (Public Law 89-356). The provisions with respect to consummation of approved bank holding company applications remain unchanged.

b. Notice, public participation, and deferred effective date, are not required by section 4 of the Administrative Procedure Act for rules of agency procedure or practice and, therefore, were not followed in connection with adoption of these amendments.

(12 U.S.C. 248(1))

Dated at Washington, D.C., this 2d day of March 1966.

By order of the Board of Governors.

[SEAL] MERRITT SHERMAN,  
Secretary.

[F.R. Doc. 66-2487; Filed, Mar. 9, 1966;  
8:46 a.m.]

## Chapter V—Federal Home Loan Bank Board

### SUBCHAPTER C—FEDERAL SAVINGS AND LOAN SYSTEM [No. 19,757]

#### PART 545—OPERATIONS Distribution of Earnings

MARCH 4, 1966.

Resolved that, notice and public procedure having been duly afforded (31 F.R. 577) and all relevant material presented or available having been considered by it, the Federal Home Loan Bank Board, upon the basis of such consideration and of determination by it of the advisability of amendment of paragraph (c) of § 545.1-1 of the rules and regulations for the Federal Savings and Loan

System (12 CFR 545.1-1(c)) and for the purpose of effecting such amendment, hereby amends said paragraph (c) of § 545.1-1 to read as follows effective April 10, 1966:

§ 545.1-1 Distribution of earnings on bases, terms, and conditions other than those provided by charter.

(c) Amounts withdrawn between distribution dates. A Federal association which has a charter in the form of Charter N or Charter K (rev.) may, after adoption by its board of directors of a resolution so providing and while such resolution remains in effect, distribute earnings on amounts withdrawn from savings accounts between the dates as of which such Federal association regularly distributes earnings on savings accounts: *Provided*, That, earnings on any amount so withdrawn shall neither be distributed for any greater portion of the dividend period than that during which such amount remained in the association nor at a rate in excess of the rate at which earnings, exclusive of any bonus, are distributed on savings accounts for the dividend period in which such amount is so withdrawn: *Provided further*, That, prior to July 1, 1966, no such Federal association may so distribute earnings on amounts so withdrawn if the home office of such Federal association is in a State, district or territory (including Puerto Rico, Guam, and the Virgin Islands) where building and loan or savings and loan associations, homestead associations, cooperative banks, and mutual savings banks are prohibited by the laws of such State, district or territory from distributing earnings on amounts withdrawn between the dates as of which earnings are regularly distributed.

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

By the Federal Home Loan Bank Board.

[SEAL] HARRY W. CAULSEN,  
Secretary.

[F.R. Doc. 66-2539; Filed, Mar. 9, 1966;  
8:50 a.m.]

### SUBCHAPTER E—DISTRICT OF COLUMBIA SAVINGS AND LOAN OFFICES [No. 19,754]

#### PART 581—DEFINITIONS PART 582—OFFICES

MARCH 4, 1966.

Whereas, by Federal Home Loan Bank Board Resolution No. 19,682, dated January 26, 1966, and duly published in the FEDERAL REGISTER on February 3, 1966 (31 F.R. 1314), this Board proposed, pursuant to Part 508 of the general regulations of the Board (12 CFR Part 508), to add a new subchapter, Subchapter E, to Chapter V of Title 12 (Banks and Banking) of the Code of Federal Regulations, governing District of Columbia savings and loan offices, the substance of which proposal was set out in said publication; and

Whereas, all relevant material presented or available having been considered by it;

Now, therefore, be it resolved, that this Board hereby determines to adopt the amendment, as proposed, without change, effective April 10, 1966.

By the Federal Home Loan Bank Board.

[SEAL] HARRY W. CAULSEN,  
Secretary.

## PART 581—DEFINITIONS

Sec.  
581.1 Board.  
581.2 Association.  
581.3 Principal office.  
581.4 Branch office.  
581.5 Supervisory Agent.

AUTHORITY: The provisions of this Part 581 issued under sec. 5, 48 Stat. 132, as amended; 12 U.S.C. 1464. Reorg. Plan No. 3 of 1947, 12 F.R. 4981, 3 CFR, 1947 Supp.

### § 581.1 Board.

The term "Board" means the Federal Home Loan Bank Board or one or more of its officials who has been duly authorized by the Federal Home Loan Bank Board to act in its behalf.

### § 581.2 Association.

The term "association" means any incorporated or unincorporated building, building or loan, building and loan, savings and loan, or homestead association or cooperative bank, other than a Federal savings and loan association.

### § 581.3 Principal office.

The term "principal office" means the office which is shown by the records of the Board as an association's home office.

### § 581.4 Branch office.

The term "branch office" means any office, place of business, or facility of an association at which accounts are opened or payments thereon are received or withdrawals therefrom are paid, other than a principal office.

### § 581.5 Supervisory Agent.

The term "Supervisory Agent" means the President of the Federal home loan bank of the district in which an association is located, or any other officer or employee of such bank designated by the Board, as Agent as provided by the general regulations of the Federal Home Loan Bank Board, § 501.11 of this chapter.

## PART 582—OFFICES

Sec.  
582.1 Branch office.  
582.2 Change of office location.

AUTHORITY: The provisions of this Part 582 issued under sec. 5, 48 Stat. 132, as amended; 12 U.S.C. 1464. Reorg. Plan No. 3 of 1947, 12 F.R. 4981, 3 CFR, 1947 Supp.

### § 582.1 Branch office.

(a) General provisions. (1) An association shall not establish a branch office in the District of Columbia without prior written approval by the Board and an association which is incorporated or organized under the laws of the District



of Columbia shall not establish a branch office elsewhere without prior written approval by the Board. Determination by an association to make an application for permission to establish a branch office shall be evidenced by a resolution duly adopted by the association's board of directors. The making, filing, and processing of, and action on an application for permission to establish a branch office shall be in accordance with this section.

(2) All requests by an association for advice or instruction with respect to any matter arising under this section shall be addressed to the Board's Supervisory Agent. All recommendations by Supervisory Agents and by officers and employees of the Board in connection with branch office applications shall be deemed to be privileged and confidential and subject to the provisions of §§ 505.10, 505.11, and 505.12 of this chapter of the general regulations of the Federal Home Loan Bank Board.

(3) An application by an association for permission to establish a branch office shall be approved or disapproved by the Board within a period not exceeding 9 months after publication of the notice required by paragraph (g) of this section, unless the Board, with respect to a particular application, extends such period.

(b) *Eligibility.* No application for permission to establish a branch office by an association shall be considered or processed, except to determine the association's eligibility under the provisions of this paragraph (b), if, at the date on which such application is filed with the Board,

(1) The association has not been in operation for a period of at least 3 years;  
(2) Less than 12 months have expired from the date of publication of the notice of application for the association's most recently approved branch, if not yet opened;

(3) The association does not submit in support of its application evidence giving reasonable assurance that the proposed branch office, if approved, will be opened within 21 months after the date on which the application is filed;

(4) The association has on file any other application for permission to establish a branch office with respect to which action by the Board is pending; or

(5) A period of at least 9 months has not elapsed since disapproval by the Board of an application by the association for permission to establish a branch office to serve any substantial part of the same area as determined by the Supervisory Agent.

(c) *Application form; supporting information.* An application for permission to establish a branch office shall be in form prescribed by the Board. An association may obtain from the Supervisory Agent the prescribed application form and "Outline of Information to be Submitted in Support of an Application for Permission to Establish (Maintain) a Branch Office." Information shall be furnished in support of the application in accordance with such outline designed

to show: (1) There is a necessity for the proposed branch office in the community to be served by it; (2) there is a reasonable probability of usefulness and success of the proposed branch office; and (3) the proposed branch office can be established without undue injury to properly conducted existing local thrift and home-financing institutions. The application shall include an estimate of the annual income and expenses of the proposed branch office and of the annual volume of business to be transacted by it, and a statement of the functions to be performed at such office and of the personnel and office facilities to be provided for the operation of the office. A branch office application shall be deemed to be complete when the foregoing requirements of this paragraph (c) have been met.

(d) *Filing of application; annual budget.* An application for permission to establish a branch office shall be filed with the Board by delivering two copies thereof, together with two copies of all supporting information, to the Supervisory Agent. In addition to and concurrently with the filing of such application and supporting information, the applicant shall deliver to the Supervisory Agent, for confidential use by the Board, two copies of a proposed annual budget of the association.

(e) *Amendment of application; filing of additional information.* After a complete application for permission to establish a branch office has been filed with the Board, and prior to the date of advice by the Supervisory Agent to the applicant to publish notice of the filing of the application pursuant to paragraph (g) of this section, the applicant may file additional information in support of the application and may amend the application; after the date of such advice, the applicant may not amend the application or, unless and until a hearing on the branch office application is ordered, file any additional supporting information unless requested by or on behalf of the Board.

(f) *Disapproval or deferral for supervisory reasons.* No application for permission to establish a branch office shall be approved if, in the opinion of the Board, the policies, condition, or operation of the applicant association afford a basis for supervisory objection to the application.

(g) *Processing of application by Supervisory Agent; public notice; inspection.* (1) Upon determination by the Supervisory Agent that an application for permission to establish a branch office is complete, that the association is eligible and if it has been preliminarily determined that there is no basis for supervisory objection to approval of the application, the Supervisory Agent shall advise the applicant, in writing, to publish, within 15 days from the date of such advice, in a newspaper printed in the English language and having general circulation in the community to be served by the proposed branch office, a notice of the filing of the application in the following form:

NOTICE OF FILING OF BRANCH OFFICE

APPLICATION

Notice is hereby given that, pursuant to the provisions of § 582.1 of Chapter V (E) Title 12 (Banks and Banking) of the Code of Federal Regulations, the \_\_\_\_\_ Association \_\_\_\_\_, has filed an application with the Federal Home Loan Bank Board for permission to establish a branch office at, or in the immediate vicinity of, \_\_\_\_\_.

The application has been delivered to the office of the Supervisory Agent of the said Board, located at the Federal Home Loan Bank of \_\_\_\_\_.

Any person may file communications in favor or in protest of said application at the aforesaid office of the Supervisory Agent within 20 days after the date of this publication. Under the said rules and regulations, a hearing in Washington, D.C., may be held if, pursuant to this notice, any interested person expresses a written protest, which shall be filed in duplicate, supported by specific written objections, to said application and requests a hearing at which he expresses intention to appear, provided such protest and request are received at the aforesaid office of the Supervisory Agent within 20 days after the date of this publication. Any such written protest which is not coupled with a request for hearing will also be considered if received at the aforesaid office of the Supervisory Agent within 20 days of the date of this publication. The complete application, together with all communications in favor or in protest thereof, are available for inspection by interested persons at the aforesaid office of the Supervisory Agent.

(Association)

(2) Within 20 days after the date of publication of said notice, any person may file, at the office of the Supervisory Agent designated in the notice, communications in favor or in protest of the branch office application.

(3) Promptly after publication of the notice, the applicant shall transmit two copies thereof to the Supervisory Agent accompanied by two copies of a publisher's affidavit of publication.

(4) The complete application, together with all communications in favor or in protest thereof, shall be available at the office of the Supervisory Agent during regular working hours for inspection by interested persons following the date of publication of the notice as hereinabove provided. Prior to the issuance to the applicant association of advice to publish a notice, the application and the fact that it has been filed shall be held as confidential.

(h) *Hearings—(1) General provisions.* A hearing shall be held upon an application for permission to establish a branch office in any case in which a hearing is ordered unless it is dispensed with as provided in the order for a hearing. A copy of an order for a hearing shall be mailed to the applicant association and to all persons who have filed written statements protesting approval of the branch office application. In any case in which the Board has disapproved an application without a hearing, a hearing may be held, at the discretion of the Board, if such hearing is requested by the applicant association within 30 days



after receipt by it of advice that the Board has disapproved the application. Notwithstanding any other provision of this section, the Board may at any time, in its discretion and on its own motion, order a hearing on an application for permission to establish a branch office. Any interested person may appear, in person or by attorney, at any hearing held on an application for permission to establish a branch office and submit any evidence pertinent to the questions at issue.

(2) *Procedure.* After a hearing has been ordered, the order for such hearing, the application and supporting information, and any protest and information in support of any protest, shall be available at the office of the Secretary to the Board for inspection during regular working hours. The hearing shall be held before a hearing officer who shall be a member of the staff of the General Counsel of the Federal Home Loan Bank Board and who shall be designated by the General Counsel or a Deputy or Associate General Counsel. The hearing officer shall have complete charge of the hearing; may receive, admit, allow, exclude, and deny petitions, briefs, and evidence, including the hearing of testimony according to the rules of evidence governing civil proceedings in matters not involving trial by jury in the courts of the United States: *Provided, however,* That such rules may be relaxed by the hearing officer in order to expedite the proceedings or promote the just determination of the ultimate issue; may make rulings and note exceptions, but shall not have power to grant any motion to dismiss the proceedings or other motion that involves final determination of the ultimate issue; may hear arguments; may adjourn the said hearing from time to time, if, in his judgment, it is desirable to the orderly conduct of the said hearing or to promote the just determination of the ultimate issue; shall order the preparation of a record, including a transcript of the testimony and evidence presented; and may do all such things and have all such powers as are necessary or proper for the orderly conduct of the hearing or to promote the just determination of the ultimate issue, but shall not have power to finally determine the ultimate issue. The hearing officer shall determine whether the filing of briefs after a hearing will be permitted, and if such filing is permitted, the hearing officer shall restrict the time for filing to a postmark date not later than 30 days after the conclusion of the hearing, unless for good cause a longer period is allowed. The hearing officer shall not permit the filing of reply briefs.

(i) *Branch Office incidental to merger.* No association shall maintain in the District of Columbia any office of another institution which is hereafter absorbed by merger, and no association which is incorporated or organized under the laws of the District of Columbia shall maintain any office of another institution which it hereafter absorbed by merger, without prior written approval by

the Board of an application by the association for permission to maintain such office. Such application shall be in form prescribed by the Board and shall be processed in accordance with the provisions of this section with respect to applications for permission to establish a branch office, with the following exceptions:

(1) The provisions of this section with respect to hearing and public notice shall be applicable only in cases in which it is so determined by or on behalf of the Board, and the Supervisory Agent shall not advise an applicant association to publish notice pursuant to paragraph (g) of this section unless so instructed by or on behalf of the Board; and

(2) The eligibility requirements of paragraph (b) of this section shall not be applicable to such application.

#### § 582.2 Change of office location.

No association may move any office located in the District of Columbia without prior approval by the Board. No incorporated or unincorporated building, building and loan, building or loan, savings and loan, or homestead association or cooperative bank which is incorporated or organized under the laws of the District of Columbia may move any office, wherever located, without prior approval by the Board. Each application to the Board for permission to move any office referred to in the preceding sentences shall be supported by a statement showing the need for such change of location and such other information as the Board may require.

[F.R. Doc. 66-2540; Filed, Mar. 9, 1966; 8:50 a.m.]

## Title 14—AERONAUTICS AND SPACE

### Chapter I—Federal Aviation Agency

[Airspace Docket No. 65-CE-117]

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

##### Designation of Transition Area; Withdrawal

A rule designating a transition area in the Ashland, Wis., terminal area, to be effective July 21, 1966, was published in the FEDERAL REGISTER on December 15, 1965 (30 F.R. 15418).

Subsequent to the publication of this rule, the Federal Aviation Agency was advised by North Central Airlines that on March 1, 1966, they are decommissioning the Ashland radio beacon and canceling the special instrument approach procedures predicated thereon. By reason of these actions, there is no longer any necessity for a transition area in the Ashland terminal area.

In consideration of the foregoing, notice is hereby given that the rule con-

tained in Airspace Docket No. 65-CE-117 is withdrawn.

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

Issued in Kansas City, Mo., on February 28, 1966.

EDWARD C. MARSH,  
Director, Central Region.

[F.R. Doc. 66-2478; Filed, Mar. 9, 1966; 8:45 a.m.]

[Airspace Docket No. 65-WE-98]

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

##### Redesignation of Control Zone and Transition Area

On January 6, 1966, a notice of proposed rule making was published in the FEDERAL REGISTER (31 F.R. 154) stating that the Federal Aviation Agency proposed to alter the controlled airspace in the Libby AAF, Fort Huachuca, Ariz., terminal area.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., May 26, 1966, as hereinafter set forth:

In § 71.171 (31 F.R. 2090) the Fort Huachuca, Ariz., control zone is amended to read:

##### FORT HUACHUCA, ARIZ.

Within a 5-mile radius of Libby AAF, Fort Huachuca, Ariz. (latitude 31°35'00" N., longitude 110°20'30" W.), within 2 miles each side of the 114° bearing from the Libby AAF RBN, extending from the 5-mile radius zone to 15 miles SE of the RBN, and within 2 miles each side of the Libby AAF VOR 121° radial, extending from the 5-mile radius zone to 15 miles SE of the VOR. This control zone shall be effective from 0600 to 2000 hours, local time, Monday through Friday, and from 0600 to 1800 hours, local time, Saturday and Sunday, excluding Federal legal holidays.

In § 71.181 (31 F.R. 2188) the Fort Huachuca, Ariz., transition area is amended to read:

##### FORT HUACHUCA, ARIZ.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Libby AAF, Fort Huachuca, Ariz. (latitude 31°35'00" N., longitude 110°20'30" W.), within 2 miles each side of the 114° bearing from the Libby AAF RBN, extending from the 6-mile radius area to 15 miles SE of the RBN, and within 2 miles each side of the Libby AAF VOR 121° radial, extending from the 6-mile radius area to 15 miles SE of the VOR; that airspace extending upward from 1,200 feet above the surface bounded on the N by the Tucson, Ariz., transition area, on the NE by the SW edge of V-66, on the E by longitude 109°44'00" W., on the S by a line beginning at latitude 31°25'00" N., longitude 109°44'00" W., thence to latitude 31°25'00" N., longitude 110°07'00" W., thence to latitude 31°23'00" N., longitude 110°07'00" W., thence to latitude 31°23'00" N., longitude 110°12'00" W., thence to latitude 31°25'00" N., longitude 110°12'00" W.



thence to latitude 31°25'00" N., longitude 110°30'00" W., and on the W by longitude 110°30'00" W.

(Sec. 307(a), Federal Aviation Act of 1958, as amended (72 Stat. 749; 49 U.S.C. 1348))

Issued in Los Angeles, Calif., on March 1, 1966.

LEE E. WARREN,  
Acting Director, Western Region.

[F.R. Doc. 66-2479; Filed, Mar. 9, 1966;  
8:45 a.m.]

[Airspace Docket No. 65-WE-116]

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

## Alteration of Transition Area

On January 6, 1966, a notice of proposed rule making was published in the FEDERAL REGISTER (31 F.R. 154) stating that the Federal Aviation Agency proposed to alter the controlled airspace in the Grand Junction, Colo., area.

Interested persons were afforded an opportunity to participate in the rule making through the submission of comments. The one comment received was favorable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., May 26, 1966, as hereinafter set forth:

In § 71.181 (31 F.R. 2193) the Grand Junction, Colo., transition area is amended to read:

### GRAND JUNCTION, COLO.

That airspace extending upward from 1,200 feet above the surface within a 35-mile radius of the Grand Junction VORTAC, within 5 miles each side of the Grand Junction VORTAC 166° radial extending from the 35-mile radius area to 38 miles S of the VORTAC, within 5 miles each side of the Grand Junction ILS localizer NW course extending from the 35-mile radius area to the INT of the localizer NW course and the Grand Junction VORTAC 318° radial, and that airspace extending upward from 12,700 feet MSL within 5 miles each side of the Grand Junction VORTAC 074° radial, extending from the 35-mile radius area to 63 miles E of the VORTAC excluding the airspace within Federal airways.

(Sec. 307(a), Federal Aviation Act of 1958, as amended (72 Stat. 749; 49 U.S.C. 1348))

Issued in Los Angeles, Calif., on March 1, 1966.

LEE E. WARREN,  
Acting Director, Western Region.

[F.R. Doc. 66-2480; Filed, Mar. 9, 1966;  
8:45 a.m.]

[Airspace Docket No. 66-CE-20]

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

## Revocation of Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regula-

tions is to revoke the Clintonville, Wis., transition area.

The Clintonville transition area was established to provide the controlled airspace necessary to protect aircraft utilizing the special instrument approach procedures at Clintonville, Wis.

North Central Airlines has advised the Federal Aviation Agency that they are decommissioning the Clintonville radio beacon on March 1, 1966. The special instrument approach procedures predicated on this facility will be canceled on that date. This action renders the transition area unnecessary.

Since this amendment is less restrictive in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, effective upon publication in the FEDERAL REGISTER, § 71.181 of the Federal Aviation Regulations (31 F.R. 2149) is hereby amended as follows:

The Clintonville, Wis., transition area is revoked in its entirety.

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

Issued in Kansas City, Mo., on February 28, 1966.

EDWARD C. MARSH,  
Director, Central Region.

[F.R. Doc. 66-2481; Filed, Mar. 9, 1966;  
8:45 a.m.]

# Title 21—FOOD AND DRUGS

## Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

### SUBCHAPTER A—GENERAL

## PART 2—ADMINISTRATIVE FUNCTIONS, PRACTICES, AND PROCEDURES

### EDITORIAL CHANGE

Effective on date of publication of this document in the FEDERAL REGISTER, §§ 2.66(a) and 2.68(a) are amended by changing the reference "(21 CFR 2.90)" to read "(21 CFR 2.120)".

(Sec. 701(a), 52 Stat. 1055; 21 U.S.C. 371(a))

Dated: March 2, 1966.

JAMES L. GODDARD,  
Commissioner of Food and Drugs.

[F.R. Doc. 66-2488; Filed, Mar. 9, 1966;  
8:46 a.m.]

### SUBCHAPTER C—DRUGS

## PART 145—ANTIBIOTIC DRUGS; DEFINITIONS AND INTERPRETATIVE REGULATIONS

## PART 147—ANTIBIOTICS INTENDED FOR USE IN LABORATORY DIAGNOSIS OF DISEASE

### PART 148y—METHACYCLINE

#### Methacycline Hydrochloride (Bulk, Capsules, Syrup)

Under the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (sec. 507, 59 Stat. 463 as amended; 21 U.S.C. 357) and delegated by him to the Commissioner of Food and Drugs (21 CFR 2.120; 31 F.R. 3008), the antibiotic drug regulations are amended as follows to provide for the certification of the subject drugs:

1. Section 145.3 is amended by adding new paragraphs (a) (35) and (b) (35), as follows:

§ 145.3 Definitions of master and working standards.

(a) \* \* \*

(35) *Methacycline*. The term "methacycline master standard" means a specific lot of methacycline designated by the Commissioner as the standard of comparison in determining the potency of the methacycline working standard.

(b) \* \* \*

(35) *Methacycline*. The term "methacycline working standard" means a specific lot of homogeneous preparation of methacycline.

2. Section 145.4(b) is amended by adding thereto a new subparagraph (37):

§ 145.4 Definitions of the terms "unit" and "microgram" as applied to antibiotic substances.

(b) \* \* \*

(37) *Methacycline*. The term "microgram" applied to methacycline means the methacycline activity (potency) contained in 1.082 micrograms of the methacycline master standard.

§ 147.1 [Amended]

3a. In § 147.1 *Antibiotic sensitivity discs* \* \* \*, paragraph (c) (3) is amended by inserting in the table, preceding "Methicillin," the following new item:

| Antibiotic                        | Volume of suspension added to each 100 ml. of seed agar used for test | Suspension number | Medium     |            |
|-----------------------------------|---|-------------------|------------|------------|
|                                   |   |                   | Base layer | Seed layer |
| * * *                             | ML  |                   |            |            |
| Methacycline (hydrochloride)..... | 2.0   | 4                 | E.....     | A.....     |
| * * *                             |   |                   |            |            |



b. Paragraph (d) is amended by inserting in the table, preceding "Methicillin," the following new item:

| Antibiotic                   | Solvent        | Standard curve (antibiotic concentration per disc) |
|------------------------------|----------------|--|
| Methacycline (hydrochloride) | Methyl alcohol | 3, 6, 12, 24, 48 µg.                               |

4. Section 147.2(a) is amended by adding thereto a new subparagraph, as follows:

**§ 147.2 Antibiotic sensitivity discs; certification procedure.**

(a) \* \* \*

(29) Methacycline: Not less than 5 µg. nor more than 30 µg.

5. Title 21, Chapter I, is amended by adding thereto the following new part:

Sec.  
148y.1 Methacycline hydrochloride.  
148y.2 Methacycline hydrochloride capsules.  
148y.3 Methacycline hydrochloride syrup.

**AUTHORITY:** The provisions of this Part 148y issued under sec. 507, 59 Stat. 463, as amended; 21 U.S.C. 357.

**§ 148y.1 Methacycline hydrochloride.**

(a) *Requirements for certification*—  
(1) *Standards of identity, strength, quality and purity.* Methacycline hydrochloride is the crystalline hydrochloride salt of the 6-methylene homolog of oxytetracycline or a mixture of two or more such salts. It is so purified and dried that:

(i) Its potency is not less than 832 micrograms of methacycline per milligram on an "as is" basis.

(ii) It passes the toxicity test.

(iii) Its moisture content is not more than 2 percent.

(iv) Its pH in an aqueous solution containing 10 milligrams per milliliter is not less than 2.0 nor more than 3.0.

(v) Its absorptivity at the absorption maximum of 345 millimicrons is  $92.4 \pm 4$  percent of the methacycline standard similarly treated.

(vi) It gives a positive result to the identity test for methacycline hydrochloride.

(2) *Labeling.* It shall be labeled in accordance with the requirements of § 148.3(b) of this chapter. Its expiration date is 12 months.

(3) *Requests for certification; samples.* In addition to complying with the requirements of § 146.2 of this chapter, each such request shall contain:

(i) Results of tests and assays on the batch for potency, toxicity, moisture, pH, absorptivity, identity, and crystallinity.

(ii) Samples of the batch: 10 packages, each containing 300 milligrams.

(4) *Fees.* \$4.00 for each package in the sample submitted in accordance with subparagraph (3) (ii) of this paragraph.

(b) *Tests and methods of assay*—(1) *Potency*—(i) *Culture media.* Use ingredients that conform to the standards prescribed by the U.S.P. or N.F.

(a) Make nutrient agar for carrying the test organism as follows:

Peptone ..... 6.0 gm.  
Pancreatic digest of casein ..... 4.0 gm.  
Yeast extract ..... 3.0 gm.  
Beef extract ..... 1.5 gm.  
Dextrose ..... 1.0 gm.  
Agar ..... 15.0 gm.  
Distilled water q.s. .... 1,000.0 ml.  
pH 6.5 to 6.6 after sterilization.

(b) Make nutrient broth for preparing an inoculum as follows:

Peptone ..... 5.0 gm.  
Beef extract ..... 1.5 gm.  
Yeast extract ..... 1.5 gm.  
Sodium chloride ..... 3.5 gm.  
Dextrose ..... 1.0 gm.  
Dipotassium phosphate ..... 3.68 gm.  
Potassium dihydrogen phosphate ..... 1.32 gm.  
Distilled water q.s. .... 1,000.0 ml.  
pH 7.0 after sterilization.

In lieu of preparing the media from the individual ingredients specified in this subdivision, the media may be made from a dehydrated mixture that, when reconstituted with distilled water, has the same composition as such media. Minor modification of the individual ingredients specified in this subdivision are permissible if the resulting media possess growth-promoting properties at least equal to the media described.

(ii) *Working standard.* Prepare a stock solution by dissolving an appropriate aliquot of the methacycline working standard in sufficient 0.01N methanolic hydrochloric acid to give a concentration of 1,000 micrograms of methacycline per milliliter. This stock solution should be stored under refrigeration and may be used for 7 days.

(iii) *Preparation of sample.* Dissolve an appropriate quantity of the sample in sufficient 0.01N methanolic hydrochloric acid to obtain a concentration of 1 milligram of methacycline per milliliter. Further dilute in 0.1M potassium phosphate buffer, pH 4.5, to a final concentration of 0.06 microgram of methacycline per milliliter.

(iv) *Preparation of test organism.* The test organism is *Staphylococcus aureus* (ATCC 6538P), which is maintained on slants of nutrient agar described in subdivision (i) (a) of this subparagraph. From a stock slant, inoculate a Roux bottle containing the same agar and incubate for 24 hours at 32° C.-35° C. Wash the resulting growth from the agar surface with 50 milliliters of sterile U.S.P. saline T.S. Standardize the resulting bulk suspension so that a 1:20 dilution in U.S.P. saline T.S. will give a 25-percent light transmission, using a suitable photoelectric colorimeter with a 580-millimicron filter and a 13-millimeter diameter test tube as an absorption cell. For the daily inoculum, use

approximately 3.0 milliliters of the bulk suspension for each 1,000 milliliters of the nutrient broth needed for the assay.

(v) *Procedure.* Prepare solutions for the daily standard curve by diluting an aliquot of the stock working-standard solution prepared as described in subdivision (ii) of this subparagraph in 0.1M potassium phosphate buffer, pH 4.5, to the following concentrations: 0.036, 0.047, 0.060, 0.077, and 0.099 microgram of methacycline per milliliter. Place 1.0 milliliter of each concentration of the standard curve and of the sample solution prepared as described in subdivision (iii) of this subparagraph in each of three replicate test tubes (16 millimeters x 125 millimeters). To each tube add 9 milliliters of the inoculated broth described in subdivision (iv) of this subparagraph and place immediately in a water bath at 37° C. for 3 to 4 hours. Remove the tubes from the water bath and add 0.5 milliliter of a 12-percent formaldehyde solution to each tube. Determine the absorbance values of each tube in a suitable photoelectric colorimeter, using a wavelength of 530 millimicrons. Set the instrument at zero absorbance with clear, uninoculated broth prepared as directed in subdivision (i) (b) of this subparagraph.

(vi) *Estimation of potency.* Plot the average absorbance values for each concentration of the standard curve on one-cycle semilogarithmic graph paper with the absorbance values on the arithmetic scale and concentrations on the logarithmic scale. Construct the best straight line through the points either by inspection or by means of the following equations:

$$L = \frac{3e + 2d + c - a}{5}$$

$$H = \frac{3a + 2b + c - e}{5}$$

where:

$L$  = Calculated absorbance value for the lowest concentration of the standard curve.

$H$  = Calculated absorbance value for the highest concentration of the standard curve.

$a, b, c, d, e$  = Average absorbance values for each concentration of the standard curve, lowest to the highest respectively.

Plot the values obtained for  $L$  and  $H$  and connect the points with a straight line. Average the absorbance values for the sample and determine the methacycline concentration from the standard curve. Multiply the concentration by the appropriate dilution factor to obtain the methacycline content of the sample.

(2) *Toxicity.* Proceed as directed in § 141a.4 of this chapter, using as a test dose 0.5 milliliter of a solution containing 2.0 milligrams of methacycline per milliliter of sterile distilled water.

(3) *Moisture.* Proceed as directed in § 141a.26(e) of this chapter.

(4) *pH.* Proceed as directed in 141a.5 (b) of this chapter, using an aqueous solution containing 10 milligrams of methacycline per milliliter.

(5) *Absorptivity.* Determine the absorbance of the sample and standard solutions in the following manner: Dis-



solve approximately 50 milligrams each of the sample and standard in 100 milliliters of 0.01N methanolic hydrochloric acid. Transfer a 10-milliliter aliquot to a 250-milliliter volumetric flask and dilute to volume with 0.01N methanolic hydrochloric acid. Using a suitable spectrophotometer and 0.01N methanolic hydrochloric acid as the blank, scan the

absorption spectrum between the wavelengths of 250 millimicrons and 400 millimicrons. Determine the absorbance of each solution at the maxima ca. 345 millimicrons. Determine the percent absorptivity of the sample relative to the absorptivity of the standard using the following calculations:

$$\text{Percent relative absorptivity} = \frac{\text{Absorbance of sample X weight in milligrams of standard X} \times \text{potency of standard in micrograms per milligram} \times 10}{\text{Absorbance of standard X weight in milligrams of sample}}$$

(6) *Identity*. The absorption spectrum between the wavelength of 250 and 400 millimicrons, determined as directed in subparagraph (5) of this paragraph, compares qualitatively with that of the methacycline standard.

(7) *Crystallinity*. Mount a few particles of the sample in mineral oil and examine by means of a polarizing microscope. The particles reveal the phenomena of birefringence and extinction positions on revolving the microscope stage.

#### § 148y.2 Methacycline hydrochloride capsules.

(a) *Requirements for certification*—

(1) *Standards of identity, strength, quality, and purity*. Methacycline hydrochloride capsules are composed of methacycline hydrochloride and one or more suitable and harmless lubricants and diluents enclosed in a gelatin capsule. Each capsule contains methacycline hydrochloride equivalent to either 70 milligrams of methacycline, 140 milligrams of methacycline, or 280 milligrams of methacycline. The moisture content is not more than 5.0 percent. The methacycline hydrochloride used conforms to the standards prescribed by § 148y.1. Each other substance used, if its name is recognized in the U.S.P. or N.F., conforms to the standards prescribed therefor by such official compendium.

(2) *Labeling*. It shall be labeled in accordance with the requirements of § 148.3 of this chapter. Its expiration date is 12 months.

(3) *Requests for certification; samples*. In addition to the requirements of § 148.2 of this chapter, each such request shall contain:

(i) Results of tests and assays on:  
(a) The methacycline hydrochloride used in making the batch for potency, toxicity, moisture, pH, absorptivity, identity, and crystallinity.

(b) The batch for potency and moisture.

(ii) Samples required:

(a) The methacycline hydrochloride used in making the batch: 10 packages, each containing approximately 300 milligrams.

(b) The batch: A minimum of 30 capsules.

(c) In case of an initial request for certification, each other ingredient used in making the batch: One package of each containing approximately 5 grams.

(4) *Fees*. \$0.75 for each capsule in the sample submitted in accordance with subparagraph (3) (ii) (b) of this paragraph; \$4.00 for each package in the samples submitted in accordance with

subparagraph (3) (ii) (a) and (c) of this paragraph.

(b) *Tests and methods of assay*—(1)

*Potency*. Proceed as directed in § 148y.1 (b) (1), except prepare the sample for assay as follows: Blend a representative number of capsules in a high-speed glass blender with 0.01N methanolic hydrochloric acid and further dilute with 0.1M potassium phosphate buffer, pH 4.5, to the reference concentration of 0.06 microgram of methacycline per milliliter (estimated). The methacycline content is satisfactory if it is not less than 90 percent nor more than 120 percent of the number of milligrams of methacycline that it is represented to contain.

(2) *Moisture*. Proceed as directed in § 141a.26(e) of this chapter.

#### § 148y.3 Methacycline hydrochloride syrup.

(a) *Requirements for certification*—

(1) *Standards of identity, strength, quality, and purity*. Methacycline hydrochloride syrup contains methacycline hydrochloride and one or more suitable and harmless buffers, dispersants, diluents, colorings, flavorings, and preservatives. It contains methacycline hydrochloride equivalent to 14 milligrams of methacycline per milliliter. Its pH is not less than 6.5 nor more than 8.0. The methacycline hydrochloride used conforms to the standards prescribed by § 148y.1. Each other ingredient used, if its name is recognized in the U.S.P. or N.F., conforms to the standards prescribed therefor by such official compendium.

(2) *Labeling*. It shall be labeled in accordance with the requirements of § 148.3 of this chapter. Its expiration date is 12 months.

(3) *Requests for certification; samples*. In addition to the requirements of § 148.2 of this chapter, each such request shall contain:

(i) Results of tests and assays on:

(a) The methacycline hydrochloride used in making the batch for potency, toxicity, moisture, pH, absorptivity, identity, and crystallinity.

(b) The batch for potency and pH.

(ii) Samples required.

(a) The methacycline hydrochloride used in making the batch: 10 packages, each containing approximately 300 milligrams.

(b) The batch: A minimum of 5 immediate containers.

(c) In case of an initial request for certification, each other ingredient used in making the batch: One package of each containing not less than 5 grams.

(4) *Fees*. \$4.00 for each package or immediate container in the sample sub-

mitted in accordance with subparagraph (3) (ii) of this paragraph.

(b) *Tests and methods of assay*—(1) *Potency*. Proceed as directed in § 148y.1, except prepare the sample for assay as follows: Remove an appropriate aliquot of the syrup with a suitable syringe and dissolve with 0.01N methanolic hydrochloric acid. Further dilute with 0.1M potassium phosphate buffer, pH 4.5, to the reference concentration of 0.06 micrograms of methacycline per milliliter (estimated). The methacycline content is satisfactory if it is not less than 90 percent nor more than 125 percent of the number of milligrams of methacycline that it is represented to contain.

(2) *pH*. Proceed as directed in § 141a.5(b) of this chapter, using the undiluted sample.

I find that the subject antibiotic drugs in this order are safe and efficacious for use, conditions prerequisite to their certification under section 507 of the Federal Food, Drug, and Cosmetic Act, when they comply with the regulations promulgated by this order.

Since the basic requirements of the statute have been complied with, since these regulations are noncontroversial in nature, and since it is in the public interest not to delay issuance of these regulations that provide for certification of the subject drugs, notice and public procedure are not prerequisites to this promulgation.

*Effective date*. This order shall become effective 30 days following the date of publication in the FEDERAL REGISTER.

(Sec. 507, 59 Stat. 463, as amended; 21 U.S.C. 357)

Dated: February 28, 1966.

JAMES L. GODDARD,  
Commissioner of Food and Drugs.

[F.R. Doc. 66-2489; Filed, Mar. 9, 1966;  
8:46 a.m.]

### PART 148x—LINCOMYCIN

#### Lincomycin Hydrochloride Syrup; Certification

Under the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (sec. 507, 59 Stat. 463, as amended; 21 U.S.C. 357) and delegated to the Commissioner of Food and Drugs by the Secretary (21 CFR 2.120; 31 F.R. 3008), Part 148x is amended by adding thereto the following new section to provide for the certification of lincomycin hydrochloride syrup.

#### § 148x.5 Lincomycin hydrochloride syrup.

(a) *Requirements for certification*—

(1) *Standards of identity, strength, quality, and purity*. Lincomycin hydrochloride syrup is a syrup containing lincomycin hydrochloride monohydrate, one or more suitable preservatives, flavorings, sweetening agents, colorings, and purified water. Each milliliter contains lincomycin hydrochloride equivalent to either 25 milligrams or 50 milligrams of lincomycin. The pH is not less



than 3.0 and not more than 5.5. The lincomycin hydrochloride monohydrate used conforms to the standards prescribed by § 148x.1(a) (1) (i), (iii), (vii), (viii), and (ix). Each other substance used, if its name is recognized by the U.S.P or N.F., conforms to the standards prescribed therefor by such official compendium.

(2) *Labeling.* It shall be labeled in accordance with the requirements of § 148.3 of this chapter. Its expiration date is 12 months.

(3) *Requests for certification; samples.* In addition to complying with the requirements of § 146.2 of this chapter, each such request shall contain:

(i) Results of tests and assays on:

(a) The lincomycin hydrochloride monohydrate used in making the batch for potency, toxicity, pH, specific rotation, and identity.

(b) The batch for potency and pH.

(ii) Samples required:

(a) The lincomycin hydrochloride monohydrate used in making the batch: 10 packages, each containing approximately 300 milligrams.

(b) The batch: A minimum of 5 immediate containers.

(c) In case of an initial request for certification, each other ingredient used in making the batch: One package of each containing approximately 5 grams.

(4) *Fees.* \$4.00 for each package or immediate container in the samples submitted in accordance with subparagraph (3) (ii) of this paragraph.

(b) *Tests and methods of assay—(1) Potency.* Proceed as directed in § 148x.1 (b) (1), except prepare the sample for assay as follows: Remove an accurately measured sample of the syrup with a suitable syringe. Place into a high-speed glass blender with sufficient 0.1M potassium phosphate buffer, pH 8.0, to give a total volume of 500 milliliters. Blend 3 to 5 minutes. Further dilute with 0.1M potassium phosphate buffer, pH 8.0, to the reference concentration of 2.0 micrograms of lincomycin per milliliter (estimated). Its lincomycin content is satisfactory if it contains not less than 90 percent and not more than 120 percent of the number of milligrams of lincomycin that it is represented to contain.

(2) *pH.* Proceed as directed in § 141a.5(b) of this chapter, using the undiluted syrup.

I find that the subject drug in this order is safe and efficacious for use, conditions prerequisite to its certification under section 507 of the Federal Food, Drug, and Cosmetic Act, when it complies with the regulation promulgated by this order.

Notice and public procedure and delayed effective date are unnecessary prerequisites to this promulgation, and I so find, since the basic requirements of the statute have been complied with, since the regulation is noncontroversial in nature, and since the best interests of the public will be served by the issuance of

this regulation providing for the certification of the subject drug.

*Effective date.* This order shall become effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 507, 59 Stat. 463 as amended; 21 U.S.C. 357)

Dated: March 3, 1966.

J. K. KIRK,  
Assistant Commissioner  
for Operations.

[F.R. Doc. 66-2490; Filed, Mar. 9, 1966;  
8:46 a.m.]

## Title 28—JUDICIAL ADMINISTRATION

### Chapter 1—Department of Justice

[Parole Board Directive 4]

#### PART 2—PAROLE, RELEASE, SUPER- VISION, AND RECOMMITMENT OF PRISONERS, YOUTH OFFENDERS, AND JUVENILE DELINQUENTS

##### Issuance of Warrants for Parolees and Mandatory Releasees

Under and by virtue of the authority vested in the United States Board of Parole and the Youth Correction Division thereof by Title 18 of the United States Code, particularly Chapter 311 and Part IV, and Subpart T of Part 0 of Chapter I of Title 28 of the Code of Federal Regulations, § 2.37 of Part 2 of Title 28 of the Code of Federal Regulations (Parole Board Directive No. 1, 27 F.R. 8487) is hereby amended to read as follows:

##### § 2.37 Same; issuance of warrant.

(a) A warrant for the apprehension of any such parolee shall be issued only by the Board or a Member thereof, and only within the maximum term or terms for which the prisoner was sentenced.

(b) A warrant for the apprehension of any mandatory releasee shall be issued only by the Board or a Member thereof, and only within the maximum term or terms for which the prisoner was sentenced, less one hundred and eighty days.

The amendment made by this directive shall be effective upon the publication of this directive in the FEDERAL REGISTER.

Dated: March 4, 1966.

ZEIGEL W. NEFF,  
Acting Chairman,  
United States Board of Parole.

JAMES A. CARR, Jr.,  
Chairman, Youth Correction  
Division, United States Board  
of Parole.

[F.R. Doc. 66-2522; Filed, Mar. 9, 1966;  
8:49 a.m.]

## Title 32—NATIONAL DEFENSE

### Chapter VI—Department of the Navy

#### SUBCHAPTER C—PERSONNEL

#### PART 713—NAVAL RESERVE AND MARINE CORPS RESERVE

##### Miscellaneous Amendments

*Scope and purpose.* Part 713 is updated to conform with recent amendments to the Bureau of Naval Personnel Manual, distributed to naval commands concerned by Change 12 to the manual.

1. Part 713 is amended by inserting new § 713.38 to read as follows:

##### § 713.38 Reports to Selective Service.

(a) *DD Form 44, Record of Military Status of Registrant.* (1) Is furnished to the local Selective Service Board with which a man is registered, when he assumes a status under which he becomes eligible for deferment from induction, and upon any change in that status.

(2) Shall be prepared in duplicate and the carbon copy filed on the left side of the Service Record.

(3) Shall be submitted upon enlistment in the Naval Reserve if 18-25 years of age; upon registration with Selective Service if under 18 at time of enlistment.

(4) Shall be submitted on the following other occasions:

(i) Enrollment in the NROTC Program (Regular or Contract).

(ii) Acceptance of commission.

(iii) Discharge.

(iv) Death.

(b) *DD Form 889, Standby Reserve Control.* (1) Shall be submitted to the cognizant Selective Service State Director for all Naval Reservists assigned or transferred to or from the Standby Reserve.

(2) The addressee shall be the Director for the State in which the individual is registered; if not a registrant, the Director for the State in which the individual maintains his current mailing address.

(3) The Chief of Naval Personnel will submit for officers; holder of service record for enlisted personnel.

(4) Fill out left portion of form as indicated and repeat items 1 and 4 on right portion. Show originating command and address on reverse of both portions.

(5) Provided the individual is still in the Standby Reserve, upon receipt of the return portion, or any other reports from Selective Service concerning the individual's availability, file on left side of enlisted service record or in officer's Bureau jacket, as applicable. If in a status other than Standby Reserve, the form shall be stamped "NOT IN STANDBY" and mailed to the appropriate State Director of Selective Service.

(c) *NAVPERS Form 2784, Declaration of Availability.* (1) Shall be executed and forwarded to the Chief of Naval



Personnel by all officers of the Standby Reserve-Inactive (USNR-S2) requesting transfer to the Standby Reserve-Active (USNR-S1), and all officers of the Standby Reserve-Active who are subject to removal from an active status by reason of declaration of nonavailability by the Director of Selective Service and who desire to remain in an active status.

(2) A signed copy will be forwarded by the Chief of Naval Personnel to the cognizant Selective Service State Director.

2. Section 713.214 is amended by inserting paragraph (e) (4) and revising paragraph (h) (1) to read as follows:

§ 713.214 Officer service record, inactive officers.

(e) *Transfer of records.* \* \* \*

(4) When a member is (i) being released from active duty and (ii) all preliminary application routine for assignment to a selected reserve or specialist unit has been completed, his service record may be requested from his separating command. (§ 713.361 and article B-2308(1) (b) of the Bureau of Naval Personnel Manual contain applicable provisions.)

(h) *Final disposition.* (1) When an officer is discharged, dismissed, resigns his commission, or reverts to enlisted status, his officer service record will be brought up to date and delivered to him. The record shall be reviewed carefully prior to delivery, however, and any material pertaining to personnel security investigations and clearances for access to classified information shall be removed and destroyed. Any Officer Leave Record pages not forwarded when the officer was released to inactive duty and the Security Termination Statement executed when so released shall be forwarded to the Chief of Naval Personnel for filing in the officer's Bureau record. If a service record is undeliverable for any reason, disposal instructions shall be requested from the Chief of Naval Personnel giving full particulars including all addresses at which delivery was attempted.

3. Section 713.221 is amended by revising paragraph (g) (2) to read as follows:

§ 713.221 Annual report of retirement and promotion credits earned.

(g) \* \* \*

(2) For drills, the officer concerned should check first with the unit in which there was drill attendance during the period in question to resolve discrepancies. If the unit's records show that the number of drills reported to the Reserve Officer Recording Activity does not conform with the annual report received by the officer concerned, a certified copy of the drill report(s) in question should be submitted to the Recording Activity for reconciliation. If the unit's records show that the officer's drills were not properly reported ini-

tially, the Commanding Officer should prepare a supplemental or corrected report as outlined in the Instructions for the Naval Manpower Information System, NAVPERS 15642, Part I, Inactive. Supplemental or corrected drill reports covering officer drill attendance which is more than 11 calendar months old shall be certified and monitored as prescribed in § 713.217.

4. Section 713.327 is revised to read as follows:

§ 713.327 Appointment of enlisted men as midshipmen.

(a) The Secretary of the Navy is authorized to appoint enlisted men of the Naval Reserve and Marine Corps Reserve under similar conditions, so far as applicable, as midshipmen to the Naval Academy, as prescribed by law for appointments for enlisted men of the Navy. Not more than 85 midshipmen shall be appointed in any one year from enlisted men of the Naval Reserve and Marine Corps Reserve under this authority, except that, in the event the quota of midshipmen from the enlisted men of the Regular Navy is not filled in any one year, the Secretary of the Navy may fill such vacancies with additional men from the Naval Reserve. The Chief of Naval Personnel may prescribe eligibility requirements for appointments to the Naval Academy from the Naval Reserve and for attendance at the Naval Preparatory School.

(b) Enlisted men of the Naval and Marine Corps Reserve who meet the following requirements will be selected as a result of a competitive examination for appointment as midshipmen:

(1) Must be citizens of the United States who are not less than 17 years of age or will not have passed their 22d birthday on July 1 of the year in which they enter the Naval Academy. This is statutory and is interpreted literally. There can be no exceptions other than by Act of Congress.

(2) Must have been in the Naval or Marine Corps Reserve 1 year by July 1 of the year in which appointed. Reserve membership in either organization may be credited toward the other to fulfill the 1-year requirement.

(3) Must be attached to or associated with a unit of the Naval or Marine Corps Reserve and have maintained efficiency by attending drills prescribed each year by the Chief of Naval Personnel.

(4) Must have a good record.

(5) Must submit application, one copy only, on Enlisted Reserve Application for Appointment to the U.S. Naval Academy (Form NAVPERS 2451) to the commanding officer of the unit to which attached or with which associated prior to October 1 of the year preceding appointment. Application with all endorsements must be received in the Bureau of Naval Personnel not later than November 1 of the year preceding appointment. Application must be submitted via the commanding officer and the cognizant commandant, Chief of Naval Air Reserve Training, or Director Marine Corps District as appropriate.

(6) Must be recommended by their commanding officers. No other recommendations are necessary. If a candidate is transferred prior to October 1 of the year preceding his competitive examination for appointment, the commanding officer of the organization from which he is being transferred will prepare all reports and recommendations as required in the preceding portions of this paragraph and forward them to the Bureau of Naval Personnel via the organization to which the candidate is being transferred.

(7) Must take the scholastic examination which is the same examination given to all competitive candidates nominated for appointment as midshipmen.

(8) Must meet the same moral, mental, and physical requirements as are required of other candidates for appointment as midshipmen. Regulations governing the admission of candidates into the U.S. Naval Academy may be obtained upon application to the Chief of Naval Personnel through official channels.

(c) Although nominated Reservists are required to maintain satisfactory drill attendance, submission of a report on such drill and training duty to the Bureau of Naval Personnel is not necessary. In the interest of conserving funds, nominees need not be ordered to active duty to satisfy training requirements until their admission status has been determined, approximately July 1.

(d) Reservists may not be assigned to active duty, either with or without pay, for the purpose of attending the Naval Preparatory School. Assignment to the school of Reservists who are fulfilling the 2-year active duty requirement which is a part of the enlistment contract is described in articles C-1203(6)(a) 5 and D-2307(3) of the Bureau of Naval Personnel Manual.

5. Section 713.337 is amended by revising paragraphs (c) and (f) to read as follows:

§ 713.337 Extension of enlistment.

(c) *Execution of extension agreement.* Extensions shall be prepared on the latest revision of Form NAVPERS 601-1A/NAVCOMPT 513 only and, except as otherwise provided in this section, shall be executed by the organization having custody of the service record of the individual concerned. When it is inconvenient or impracticable for the individual to appear in person for the purpose of executing the extension of enlistment at the activity having custody of his service record, the extension form may be mailed to the member for execution and return. See paragraphs (d) and (e) of this section for further information regarding requirements of extensions executed by mail. In order to be valid, an agreement to extend enlistment must be entered into by the individual concerned prior to, or on the date of, expiration of enlistment. In mailing extension forms, necessary precautions must be taken to insure their receipt and execution not later than the individual's expiration of enlistment.



An individual should not normally be permitted to agree to extend his enlistment more than 3 months prior to the end of the term of his enlistment, unless agreement to extend is required to acquire sufficient obligated service for recall to active duty. In all cases, enter appropriate reason on page 1A citing the directive, when appropriate, which requires the obligated service. Otherwise, reason will be shown as "To continue career."

(f) *Cancellation of agreements to extend enlistment of reservists not on active duty.* (1) Commanding officers shall cancel agreements to extend enlistments, prior to effective dates, in the following cases:

(i) When the member is discharged prior to normal expiration of enlistment for reasons outlined in § 713.412 (date of cancellation to be date of issue of orders for discharge).

(ii) When an individual, upon being physically examined for the extension, is found to be not physically qualified for retention in the service.

(iii) When an individual is not considered suitable material for retention in the service.

(iv) When an individual, through no fault of his own, has not received any of the benefits for which the extension was executed by the day next preceding the operative date of the extension.

(v) When an individual reenlists or agrees to extend enlistment under § 713.336 (Reenlistment) or § 713.337 (Extension), or applicable directives. Reenlistment or extension must be for an authorized period but not less than the term of the extension agreement being canceled. The extension agreement then be canceled as of the date of reenlistment or execution of new extension.

(2) In all cases of cancellation, a notation, thereof shall be made on the service record copy of the Agreement To Extend Enlistment form. The reason for the cancellation shall be entered on page 13 of the service record, together with a statement as to whether or not the individual is recommended for reenlistment. A duplicate copy of the page 13 shall be forwarded to the Chief of Naval Personnel; (article B-2311 of the Bureau of Naval Personnel Manual contains applicable provisions).

6. Section 713.361 is amended by revising paragraph (b) to read as follows:

§ 713.361 Assignment of personnel to units and transfer to the active status pool.

(b) An officer or enlisted reservist about to be released from active duty may be processed for assignment to a selected reserve and/or specialist unit immediately upon release from extended active duty. When all preliminary application routine for assignment has been accomplished prior to the member's release to inactive duty, the unit, commandant or Naval Air Reserve activity

concerned may request the member's service record from the command through which the member is being processed to inactive duty. Such requests shall specify the Reserve unit to which the member will be attached upon release. The releasing activity will then forward the member's record to the requestor and transmit the following data by letter to the Commanding Officer, Naval Reserve Manpower Center, Bainbridge, Md., 21905:

- (1) Complete name.
- (2) File/service number.
- (3) Grade/rate.
- (4) Social Security number.
- (5) Selective Service number.
- (6) Security investigation date and type (e.g., DIO-5ND-NAC-1 Oct. 63).
- (7) Mailing address after release.
- (8) Title of Naval Reserve unit to which member will be attached.

\* (9) Effective date of release from active duty.

\* (10) Total active service.  
\* (11) Type of original enlistment (e.g., USN-Minority).

(c) Personnel assigned to units in a pay or nonpay status who are unable to conform to the requirements of the appropriate units, or have demonstrated their unsuitability therefor, or for other authorized reasons, may be transferred to the Active Status Pool.

7. Section 713.412 is amended by revising paragraph (c) (4) (i) to read as follows:

§ 713.412 Discharge of inactive-duty enlisted personnel.

(c) Interservice transfers: \* \* \*  
(4) Under procedures established by the Secretary of Defense, requests for transfer between reserve components of the Armed Forces will be approved under the following conditions:

(i) When the individual concerned will be enlisted in a reserve component of another branch of the Armed Forces incident to enrollment in any officer training program, or will be appointed as a student in an officers training program wherein the individual will have a military status. (In such cases, (a) a command authorizing a release should include an evaluation as to the applicant's suitability for commissioning in the service for which he is applying and (b) a member will be discharged pursuant to paragraph (a) (3) (ii) of this section); or

8. Section 713.413 is amended by revising paragraph (d) and the last item of the mailing list below paragraph (d) to read as follows:

§ 713.413 Physically disqualified reservists.

(d) If a physical evaluation board hearing is requested, issue authorization as shown in Sample Orders for Physical Evaluation Board Hearing (below in this

\*For enlisted personnel only.

paragraph) for reservist to appear before the board listed in Physical Evaluation Board Address List (see mailing list below in this paragraph) nearest the reservist's home.

#### MAILING LIST OF PHYSICAL EVALUATION BOARDS

Naval District Washington, D.C., U.S. Naval Hospital, Bethesda, Md., 20014.

9. Section 713.425 is amended by revising paragraph (a) to read as follows:

§ 713.425 Procedure for requesting transfer to Retired Reserve without pay.

(a) A qualified member who desires transfer to the Retired Reserve shall request such transfer in writing, setting forth the desired date (which under the provisions of the Uniform Retirement Date Act, 5 U.S.C. 47a, must be the first day of a month) and the reason for which transfer is requested. In order to provide for orderly processing, the requested retirement date should normally be the first day of the second month following the date the request is submitted. Unless otherwise specified, an applicant, if a member of a Reserve unit, shall submit the request to the Chief of Naval Personnel via his commanding officer and the naval district commandant or Chief of Naval Air Reserve Training, as appropriate (officers shall include the Officer in Charge, Reserve Officer Recording Activity, as a final via addressee); if not a member of a Reserve unit, the request shall be submitted to the Chief of Naval Personnel via the Commanding Officer, Naval Reserve Manpower Center, Bainbridge, Md., 21905 (officers shall include the Officer in Charge, Reserve Officer Recording Activity, as a final via addressee). The commanding officer, the commandant, or the Chief of Naval Air Reserve Training, as appropriate, shall terminate any existing orders to a drilling unit effective not later than the day immediately preceding the requested retirement date. In case of enlisted members who are serving in a current enlistment, the commanding officer or commandant, as appropriate, shall record the points earned by anniversary years during the current enlistment in the first endorsement on the application. In lieu of recording the points earned for each anniversary year, a certified copy of the Record of Naval Reserve Service (page 11 of the service record) may be forwarded as an enclosure to the member's application. The certified copy of page 11, if submitted, shall reflect the total points earned for each anniversary year of the current enlistment including all points earned up to the date of submission of the request for transfer. See also paragraphs (d), (e), and (f) of § 713.427, concerning pro rata credit for partial years.

10. Section 713.427 is amended by revising the introductory paragraph of paragraph (g) (2) to read as follows:



§ 713.427 Transfer to Naval Retired List with pay after completion of at least 20 years of qualifying service and attaining age 60.

(g) \* \* \*  
(2) An enlisted member may obtain information concerning his qualifying service performed from his commanding officer or the Commanding Officer, Naval Reserve Manpower Center, Bainbridge, Md., 21905, as appropriate. If the member's current service record does not contain complete information on page 11, the commanding officer or Commanding Officer, NRMCC, as appropriate, may request a statement of qualifying service from the Chief of Naval Personnel (Pers-E3) for the purpose of completing the information in the service record.

11 Section 713.428 is amended by revising paragraph (b) (2)-(3) to read as follows:

§ 713.428 Procedure for requesting retirement with pay.

(b) \* \* \*  
(2) If a member of a Reserve unit, the application shall be submitted via the Commanding Officer, and the Naval District Commandant or the Chief of Naval Air Reserve Training, as appropriate. (Officers shall include the Officer in Charge, Reserve Officer Recording Activity, as a final via addressee.) The Commanding Officer, the Commandant, or the Chief of Naval Air Reserve Training, as appropriate, shall terminate any existing orders to a drilling unit effective not later than the day immediately preceding the requested retirement date.  
(3) If not a member of a Reserve unit, the application shall be submitted via the Commanding Officer of the Naval Reserve Manpower Center, Bainbridge, Md., 21905. (Officers, except those previously transferred to the Retired Reserve, shall include the Officer in Charge, Reserve Officer Recording Activity, as a final via addressee.)

(R.S. 161, secs. 280, 1162, 1163, 5031, 6291-6298, 70A Stat. 14, 89, 278, 391-393, as amended; 5 U.S.C. 22, 10 U.S.C. 280, 1162, 1163, 5031, 6291-6298)

By direction of the Secretary of the Navy.

[SEAL]  
R. H. HARE,  
Rear Admiral, U.S. Navy, Acting  
Judge Advocate General of  
the Navy.

MARCH 2, 1966.

[F.R. Doc. 66-2475; Filed, Mar. 9, 1966;  
8:45 a.m.]

## Title 39—POSTAL SERVICE

### Chapter I—Post Office Department

#### PART 33—METERED STAMPS

#### PART 61—MONEY ORDERS

#### Miscellaneous Amendments

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

I. In Part 33, make the following change:

A. In § 33.8 paragraph (e) (2) (vii) is amended to prescribe that postage meter movement reports should be sent to appropriate postal data centers. As so amended subparagraph (2) (vii) reads as follows:

§ 33.8 Manufacture and distribution of postage meters.

(e) Distribution. \* \* \*

(2) Controls. \* \* \*

(vii) Report to the appropriate Postal Data Center of the Post Office Department each time a meter is presented at a post office for initial setting or to be checked out of service—the report to include the name and address of the mailer, the post office or postal station through which it was handled, and the readings of both registers at the time the meter left or was returned to the manufacturer's possession.

NOTE: The corresponding Postal Manual section is 143.852g.

II. In Part 61, make the following changes:

A. In § 61.1 Issuance of domestic money orders, paragraphs (g) (2) (ii) (b) and (g) (2) (iii) are amended to show the proper title, "Money Order Division." As so amended paragraphs (g) (2) (ii) (b) and (g) (2) (iii) read as follows:

§ 61.1 Issuance of domestic money orders.

(g) Spoiled or lost money orders.

(2) Orders lost, mutilated, or void by endorsements. \* \* \*

(i) Issuance of duplicate order. \* \* \*

(b) The post office shall send the mutilated or void order to the Money Order Division where duplicates are issued. A duplicate money order will be issued if the original order is not in the paid files at the Money Order Division; it will show the serial number of the original order and the amount as entered on Form 6401. When a record of the amount of the original order is not available at the Money Order Division, the Division will issue the duplicate based on information shown on Form 6401 and will send the order to the post office of issue of the original order for verification. In such cases, Form 787, "Form 6401 and Replacement Money Order," accompanies the duplicate money order; it describes the verification required and the disposition of the order. The employee performing the verification will initial the duplicate if both the serial number and the amount are in agreement with the post office record (stub).

(iii) Orders recovered after duplicate issued. When a duplicate order has been issued, the postal employee shall write Canceled-Duplicate Issued on the original order and send it to the Money Order Division. If the postal employee does not know whether a duplicate was actually issued, he shall send the recovered order with Form 6401, "Inquiry as to Payment of Money Order."

NOTE: The corresponding Postal Manual sections are 171.172b(2) and 171.172c.

§ 61.2 [Amended]

B. In § 61.2 Issuance of international money orders, make the following changes:

1. In paragraph (d), subparagraphs (2) (iii) and (2) (iv) are amended to give the address for the International Money Order Branch. As so amended, subparagraphs (2) (iii) and (2) (iv) read as follows:

(iii) Give receipt to patron, and send order to the International Money Order Branch, Post Office Department, General Accounting Office Building, Washington, D.C., 20260, by ordinary mail. When necessary, also attach any required foreign language advices, Form 6083, Supplemental International Money Order Advice. (See paragraph (b) (2) of this section.)

(iv) If the patron wishes expedited service, he may purchase an airmail stamp for affixing to the envelope transmitting the order to the International Money Order Branch, Post Office Department, General Accounting Office Building, Washington, D.C., 20260.

NOTE: The corresponding Postal Manual sections are 171.242 c and d.

2. Paragraphs (e) and (f) are amended to give the address for the International Money Order Branch. As so amended, they read as follows:

(e) Refunds. The amounts of orders sent on the international form may not be repaid here until authorized by the foreign postal department. Form 6759, Application for authority for repayment of international money orders, shall be sent to the International Money Order Branch, Post Office Department, General Accounting Office Building, Washington, D.C., 20260, when purchaser requests repayment on U.S. issued orders.

(f) Lost reissued orders. The postmaster shall report the facts concerning lost reissued orders (an order certified to the United States by a foreign country and reissued in the United States) to the International Money Order Branch, Post Office Department, General Accounting Office Building, Washington, D.C., 20260.

NOTE: The corresponding Postal Manual sections are 171.25 and 171.26.

3. Paragraph (h), Countries where service is available on direct exchange basis, is amended as follows to give the address for the International Money Order Division:

a. The introductory material is revised to read:

Direct exchange of international money orders is conducted between the U.S. office and the foreign exchange office of the places named in the following table:

b. In the table, the heading "U.S. Exchange Office" is revised to read "U.S. Office."

c. In the table, the office designations of Dallas, Tex., 75221, San Francisco, Calif., 94106, and New York, N.Y., 10111 are deleted and International Money



Order Branch, Post Office Department, General Accounting Office Building, Washington, D.C., 20260, is inserted in lieu thereof.

NOTE: The corresponding Postal Manual section is 171.28.

C. In § 61.3 *Cashing money orders*, paragraphs (h) and (i) are amended to show proper title for the Money Order Division, and to give the address for the International Money Order Branch. As so amended, they read as follows:

#### § 61.3 Cashing money orders.

(h) *Disposition of paid orders.* The postal employee shall put the office dating stamp and his initials on the back of the money orders paid and handle them as postal funds. When a patron regularly presents a large number of money orders for payment, write to the Bureau of Finance and Administration, Money Order Division, for special instructions on handling.

(i) *Cashing money orders issued by foreign countries.* Money orders issued in countries listed in § 61.2(g) of this chapter, either with or without an advice, and money orders issued by the International Money Order Branch for the countries listed in §§ 61.2(h) and 61.2(i) of this chapter, are valid for 1 year from the last day of the month of original issue. Except for the period of validity, payment shall be made in accordance with instructions covering domestic money orders.

NOTE: The corresponding Postal Manual sections are 171.38 and 171.39.

D. In § 61.4 *Inquiries*, paragraph (b) (2) is amended to give the address for the International Money Order Branch. As so amended, it reads as follows:

#### § 61.4 Inquiries.

(b) *Inquiries regarding payment.* . . .  
(2) *Orders issued on international form.* Send Form 6684, Inquiry Concerning International Money Order Issued in the United States to the International Money Order Branch, Post Office Department, General Accounting Office Building, Washington, D.C., 20260, for order issued in the United States. Do not accept until 30 days after the issue date of the money order. When reply is received from the International Money Order Branch, enter the required information on Form 6860, Reply to Inquiry Concerning Payment of International Money Order, and forward it to the patron.

NOTE: The corresponding Postal Manual section is 171.42b.

E. Section 61.5 is revised to read as follows:

#### § 61.5 Requests for photostats of paid money orders.

A photostat of a paid money order will be furnished to the purchaser, payee or endorsee by the Money Order Division upon payment of a charge of 30 cents. Form 6065, Request for Photo Copy of Money Order, shall be completed to show the name and address of the person or

firm applying for the photostat. The photostat will be mailed directly to the applicant. The charge for the photostat shall be accounted for by affixing and canceling 30 cents in postage stamps on the back of Form 6065 to the left of the Money Order Division address.

NOTE: The corresponding Postal Manual section is 171.5.

F. In § 61.6 *Wrong payment*, paragraph (a) is revised to read:

#### § 61.6 Wrong payment.

(a) *Through error only.* If a money order intended for one person or firm is paid to another through error and without fraudulent intent and both parties live in the same city, the postal employee may recover the amount from the one wrongly paid and deliver it to the other. If impractical to settle in this manner, he shall report the case to the Money Order Division for adjustment.

NOTE: The corresponding Postal Manual section is 171.61.

G. In § 61.7 *Receipt and protection of blank money orders*, paragraph (a) is revised to read:

#### § 61.7 Receipt and protection of blank money orders.

(a) *Receipt.* Issuing employees must check the serial numbers of forms when received. When a form is missing, record the serial number on a memorandum slip and place it in sequence in the post office stub file and report the facts to the Money Order Division.

NOTE: The corresponding Postal Manual section is 171.71.

H. In § 61.8 *Nonpostal money orders*, paragraph (b) is revised to read:

#### § 61.8 Nonpostal money orders.

(b) Contract and rural stations shall not sell nonpostal money orders, checks, or similar instruments for the transmission of money, unless specially authorized by the Assistant Postmaster General, Bureau of Finance and Administration.

NOTE: The corresponding Postal Manual section is 171.82.

(R.S. 161, as amended; 5 U.S.C. 22, 39 U.S.C. 501, 506, 507, 2502, 5101-5105)

TIMOTHY J. MAY,  
General Counsel.

[F.R. Doc. 66-2544; Filed, Mar. 9, 1966; 8:50 a.m.]

## Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

### Chapter 9—Atomic Energy Commission

#### PART 9-10—BONDS AND INSURANCE

##### Subpart 9-10.1—Bonds CONSTRUCTION CONTRACTS

Section 9-10.104-1, *Construction contracts*, and § 9-10.105-1, *Construction contracts*, are revised to read as follows:

#### § 9-10.104-1 Construction contracts.

A performance bond on Standard Form 25 (modified to name the AEC prime cost-type contractor as well as the United States of America as obligees) shall be required for all lump-sum and unit-price construction subcontracts in excess of \$2,000 where the subcontracts are under cost-type prime contracts (or under cost-type subcontracts under cost-type prime contracts). The penal amounts should be as set forth in FPR 1-10.104-1(b).

#### § 9-10.105-1 Construction contracts.

A payment bond on Standard Form 25A (modified to name the AEC prime cost-type contractor as well as the United States of America as obligees) shall be required for all lump-sum and unit-price construction subcontracts in excess of \$2,000 where the subcontracts are under cost-type prime contracts (or under cost-type subcontracts under cost-type prime contracts). The penal amounts should be as set forth in FPR 1-10.105-1(b).

(Sec. 161, Atomic Energy Act of 1954, as amended, 68 Stat. 948, 42 U.S.C. 2201; section 205 of the Federal Property and Administrative Services Act of 1949, as amended, 63 Stat. 390, 40 U.S.C. 486)

*Effective date.* These amendments are effective 45 days after publication in the FEDERAL REGISTER, but may be observed earlier.

Dated at Germantown, Md., this 3d day of March 1966.

For the U.S. Atomic Energy Commission.

JOSEPH L. SMITH,  
Director, Division of Contracts.

[F.R. Doc. 66-2474; Filed, Mar. 9, 1966; 8:45 a.m.]

## Title 46—SHIPPING

### Chapter I—Coast Guard, Department of the Treasury

#### SUBCHAPTER M—BULK GRAIN CARGOES [CGFR 66-13]

#### PART 144—LOADING AND STOWAGE OF GRAIN CARGOES

##### Subpart 144.20—Detailed Loading and Stowage Requirements

##### SHIFTING BOARDS IN AND BELOW GRAIN FEEDERS

The handling, stowage, and transportation of loose grain in bulk quantities on board cargo vessels of 500 gross tons or over and passenger vessels when on international voyages are subject to specific provisions in Chapter VI of the 1960 Safety of Life at Sea Convention (SOLAS). By Executive Order 11239, July 31, 1965 (30 F.R. 9671, 3 CFR, 1965 Supp.), the Department of the Treasury (Coast Guard) is directed, in relation to the fulfillment of the obligations undertaken by the Government of the United States of America, to perform those functions and duties prescribed in this Convention which coincide with Coast



Guard functions and duties already directed or authorized by law.

The administration of statutory functions with respect to inspection and certification of merchant vessels is assigned to the U.S. Coast Guard. Section 391 of Title 46, U.S. Code, provides in part the Coast Guard shall determine that every steam vessel "submitted to inspection is of a structure suitable for the service in which she is to be employed." This responsibility is extended to other categories of vessels by provisions in sections 367 and 404 of Title 46, U.S. Code, and in section 198 of Title 50, U.S. Code. To implement the 1960 SOLAS Convention, the regulations in 46 CFR Part 144 describe requirements applicable to the handling, stowage, and transportation of loose grain in bulk quantities on board U.S. flag vessels subject to the 1960 SOLAS Convention and to similar foreign flag vessels belonging to countries signatory to or adhering to the 1960 SOLAS Convention when under U.S. jurisdiction in U.S. ports.

In the last several years a number of casualties have occurred involving vessels transporting loose grain in bulk quantities as cargo. In at least two of the known casualties, feeder bulkhead failures have occurred. The subject of ships carrying grain cargoes in bulk is a matter for intensive study by all interested parties. The fact that ships carrying bulk grain cargoes continue to be involved in serious casualties under the various conditions which may be encountered at sea is indicative that the problem of grain shifting has not been satisfactorily resolved, even though actions have been taken to improve safe stowage, including requiring stronger feeder construction and the use of quality lumber. In accordance with the recommendations of the National Cargo Bureau, Inc., which are based upon studies of grain stowage and upon consideration of recent casualties to vessels loading grain in U.S. ports, the amendments to §§ 144.20-10, 144.20-20(a) and 144.20-34(a) in 46 CFR Part 144, as set forth below in this document, will eliminate the provisions which have permitted the omission of shifting boards in and below feeders so that, in the future, centerline divisions in and below the feeders will be required on U.S. flag vessels. However, under the provisions of Regulations 4 (a) and (b) of Chapter VI of the 1960 SOLAS Convention, vessels of foreign flag will be permitted to load grain without providing shifting boards or other suitable longitudinal divisions in and below the feeders when so allowed by the administration of the country to which the vessel belongs. It is hereby found that compliance with the Administrative Procedure Act (respecting notice of proposed rule making, public rule making procedure thereon and effective date requirements) for the amendments in this document is contrary to the public interest and therefore are exempted from such requirements under the provisions of section 4 of that Act (5 U.S.C. 1003).

The U.S. action, as set forth in this document, is being also transmitted to other governments, via IMCO, with a recommendation that similar action be taken with respect to their own ships. At the same time, it is understood that the National Cargo Bureau will advise the owners and/or agents of foreign vessels the desirability of installing shifting boards in and below feeders on their vessels loading grain in U.S. ports.

By virtue of the authority vested in me as Commandant, U.S. Coast Guard, by section 632 of Title 14, U.S. Code, and Treasury Department Orders 120, dated July 31, 1950 (15 F.R. 6521), 167-14, dated Nov. 26, 1954 (19 F.R. 8026), CGFR 56-28, dated July 24, 1956 (21 F.R. 5659), and 167-38, dated Oct. 26, 1959 (24 F.R. 8857), to promulgate regulations in accordance with the laws cited with the regulations below, the following amendments are prescribed and shall become effective on the date of publication in the FEDERAL REGISTER:

1. Section 144.20-10 is amended by revising paragraph (b) and adding a new paragraph (c), which reads as follows:

§ 144.20-10 Stowage of full holds and compartments.

(b) In the case of vessels loaded with bulk grain other than linseed, in which a metacentric height (after correction for the free surface effects of liquids in tanks) is maintained throughout the voyage of not less than 1% percent of the vessel's beam but not less than 12 inches in the case of one or two deck vessels, and not less than 2 percent of the vessel's beam but not less than 14 inches in the case of other vessels, longitudinal bulkheads or shifting boards need not be fitted in the following location and subject to the following condition:

(1) In way of the hatchway where the bulk grain beneath the hatchway is trimmed in the form of a saucer hard up to the deckhead beyond the hatchway and is topped off with bagged grain or other suitable bagged or baled cargo extending to a height in the center of the saucer of not less than 6 feet above the top of the bulk grain (measured below the deck line). In this case, the bagged grain or other suitable bagged or baled cargo shall fill the hatchway and the saucer below and shall be stowed tightly against the deckhead, the longitudinal bulkheads, the hatchway beams, and the hatchway side and end coamings. For the purposes of this subparagraph suitable packaged general cargo having a stowage factor of not less than 25 cubic feet or not more than 70 cubic feet per ton, and of such unit dimension that it can be stowed tightly to completely fill the saucer, may be used in place of bagged cargo provided a tarpaulin or separation cloth is used between the cargo and the grain.

(c) For foreign flag vessels the alternative provisions in Regulations 4 (a) and (b) of Chapter VI of the 1960 Safety of Life at Sea Convention may be applied when so allowed by the Administration of the country to which the vessel belongs.

§ 144.20-20 [Amended]

2. Section 144.20-20 *Feeders required* is amended by changing in paragraph (a), in the first sentence, the reference from "§ 144.20-10(b)(3)" to "§ 144.20-10(b)(1)", and in the second sentence the phrase at the end "except as provided in § 144.20-10(b)(1)" is deleted.

§ 144.20-34 [Amended]

3. Section 144.20-34 *Stability conditions* is amended by canceling paragraph (a) (4).

(R.S. 4405, as amended, 4462, as amended, sec. 632, 63 Stat. 545; 46 U.S.C. 375, 416, 14 U.S.C. 632. Interpret or apply R.S. 4417, as amended, 4426, as amended, sec. 1, 49 Stat. 1544, as amended, sec. 3, 68 Stat. 675; 46 U.S.C. 391, 404, 367, 50 U.S.C. 198; E.O. 11239, July 31, 1965, 30 F.R. 9671, 3 CFR, 1965 Supp. Treasury Department Orders 120, July 31, 1950, 15 F.R. 6521; 167-14, Nov. 26, 1954, 19 F.R. 8026; CGFR 56-28, July 24, 1956, 21 F.R. 5659; 167-38, Oct. 26, 1959, 24 F.R. 8857)

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

MARCH 4, 1966.

[F.R. Doc. 66-2504; Filed, Mar. 9, 1966;  
8:47 a.m.]

## Title 47—TELECOMMUNICATION

### Chapter I—Federal Communications Commission

[FCC 66-210]

#### PART 95—CITIZENS RADIO SERVICE

##### Operation by Class A Stations in Citizens Radio Service in Certain Frequency Band

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 2d day of March 1966.

The Commission having under consideration § 95.41(e) of its rules which provides that Class A stations in the Citizens Radio Service may operate in the frequency band 460-461 Mc/s until March 31, 1966; and

It appearing, That the utilization of the frequency band 460-461 Mc/s is one of the matters under consideration in rule-making Docket No. 13847, which is currently being studied by the Land Mobile Advisory Committee; and

It further appearing, That it is in the public interest to amend § 97.41(e) to permit the continued operation in the frequency band 460-461 Mc/s by Class A stations in the Citizens Radio Service, upon proper application therefor, without payment of an application filing fee, until March 31, 1967; and

It further appearing, That due to the imminence of the date for termination of operation in the 460-461 Mc/s band and in order to afford persons a reasonable opportunity to submit applications for continued operation therein, compliance with the provisions for notice and public procedure for the amendment adopted



herein would be impracticable; and

It further appearing, That the amendment adopted herein relieves an existing restriction and therefore, may be made effective immediately; and

It further appearing, That authority for the issuance of this rule is contained in sections 4(i) and 303 of the Communications Act of 1934, as amended;

It is ordered, That effective March 11, 1966, § 95.41(e) of Part 95 of the Commission's rules is amended as set forth in the attached Appendix; and

It is further ordered, That applications filed pursuant to this amendment will not require payment of an application filing fee.

(Sec. 4, 48 Stat. 1086, as amended; 47 U.S.C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U.S.C. 303)

Released: March 4, 1966.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] BEN F. WAPLE,  
Secretary.

1. Section 95.41(e) is amended to read as follows:

#### § 95.41 Frequencies available.

(e) Upon specific request accompanying application for renewal of station authorization, a Class A station in this service, which was authorized to operate on a frequency in the 460-461 Mc/s band until March 31, 1966, may be assigned that frequency for continued use until not later than March 31, 1967, subject to all other provisions of this part.

[F.R. Doc. 66-2506; Filed, Mar. 9, 1966; 8:47 a.m.]

## Title 49—TRANSPORTATION

### Chapter I—Interstate Commerce Commission

#### SUBCHAPTER A—GENERAL RULES AND REGULATIONS

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

#### Railroad Annual Report Form C

At a session of the Interstate Commerce Commission, Division 2, held at its office in Washington, D.C., on the 20th day of October A.D. 1965.

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

It is ordered, That § 120.12 under this part and title, be, and it is hereby, revised to read as follows:

#### § 120.12 Form prescribed for Class II railroads.

Commencing with reports for the year ended December 31, 1965, and thereafter, until further order, all line-haul and

switching and terminal railroad companies of Class II, as described in 49 CFR 126.1, viz, all carriers with average annual operating revenues of less than \$5 million, subject to the provisions of section 20, Part I of the Interstate Commerce Act, are required to file annual reports in accordance with Railroad Annual Report Form C, which is attached to and made a part of this section. Such annual report shall be filed in duplicate in the Bureau of Accounts, Interstate Commerce Commission, Washington, D.C., 20423, on or before March 31 of the year following the year to which it relates.

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

It is further ordered, That copies of this order and of Annual Report Form C shall be served on all line-haul and switching and terminal railroad companies of Class II, subject to the provisions of section 20, Part I, of the Interstate Commerce Act, and upon every receiver, trustee, executor, administrator, or assignee of any such railroad company, and that notice of this order shall be given to the general public by depositing a copy in the office of the Secretary of the Commission at Washington, D.C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Division 2.<sup>1</sup>

[SEAL] H. NEIL GARSON,  
Secretary.

[F.R. Doc. 66-2524; Filed, Mar. 9, 1966; 8:49 a.m.]

## Title 50—WILDLIFE AND FISHERIES

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

#### PART 33—SPORT FISHING

#### Santee National Wildlife Refuge, S.C.

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

#### § 33.5 Special regulations; sport fishing; for individual wildlife refuge areas.

##### SOUTH CAROLINA

##### SANTEE NATIONAL WILDLIFE REFUGE

Sport fishing on the Santee National Wildlife Refuge, Summerton, S.C., is permitted only on the areas designated by signs as open to fishing. These areas, comprising 3,150 acres, are delineated on a map available at the refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, 809 Peachtree-Seventh Building, Atlanta, Ga., 30323. Sport fishing shall be in accordance with all applicable

<sup>1</sup> Form filed as part of original document.

State regulations subject to the following special conditions:

1. The sport fishing season on the refuge extends from March 15, 1966, through October 31, 1966, on Jacks Creek, Dingle Pond, Taw Caw Creek, Potato Creek, and Pinopolis Pool Impoundments.

2. Fishing permitted during daylight hours only.

3. Boats without motors permitted, boats with motors prohibited. Boats must be removed from the refuge at the close of each day unless circumstances warrant permission to be granted by refuge officer in charge.

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

WALTER A. GRESH,  
Regional Director, Bureau of  
Sport Fisheries and Wildlife.

MARCH 2, 1966.

[F.R. Doc. 66-2496; Filed, Mar. 9, 1966; 8:47 a.m.]

## Title 9—ANIMALS AND ANIMAL PRODUCTS

### Chapter I—Agricultural Research Service, Department of Agriculture

#### SUBCHAPTER D—EXPORTATION AND IMPORTATION OF ANIMALS AND ANIMAL PRODUCTS

### PART 94—RINDERPEST, FOOT-AND-MOUTH DISEASE, FOWL PEST (FOWL PLAGUE), NEWCASTLE DISEASE (AVIAN PNEUMOENCEPHALITIS), AND AFRICAN SWINE FEVER: PROHIBITED AND RESTRICTED IMPORTATIONS

#### Designation of Sweden as Country Where Foot-and-Mouth Disease Exists

Pursuant to the provisions of section 306 of the Act of June 17, 1930, as amended (19 U.S.C. 1306), section 2 of the Act of February 2, 1903, as amended (21 U.S.C. 111), and the Act of July 2, 1962 (21 U.S.C. 134 et seq.), it has been determined, and the Secretary of the Treasury has been notified, that foot-and-mouth disease now exists in Sweden; therefore subparagraph (1) of paragraph (a) of § 94.1, Part 94, Title 9, Code of Federal Regulations, is amended by deleting the phrase "and Sweden". The subparagraph as amended reads as follows:

#### § 94.1 Designation of countries where rinderpest or foot-and-mouth disease exists; importations prohibited.

(a) \* \* \*

(1) All countries east of the 30th meridian west longitude and west of the international date line, except Australia, Channel Islands, Fiji, Greenland, Iceland, Japan, New Zealand, Northern Ireland, Norway, Republic of Ireland:



The effect of this amendment is to prohibit the importation into the United States from Sweden of certain animals and meats, and to restrict such importations of certain other animals, animal products, hay, straw, and similar materials, as specified in 9 CFR Parts 94 and 95.

The protection of the livestock of the United States demands that this amendment be made effective as soon as possible. Accordingly, pursuant to section 4

of the Administrative Procedure Act (5 U.S.C. 1003), it is found upon good cause that notice and other public procedure concerning this 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.

*Effective date.* This amendment shall become effective upon issuance.

(Sec. 306, 46 Stat. 689, as amended, sec. 2, 32 Stat. 792, as amended, sec. 2, 76 Stat. 129, secs. 3, 4, 76 Stat. 130, sec. 11, 76 Stat. 132; 19 U.S.C. 1306, 21 U.S.C. 111, 134a, 134b, 134c, 134f; 29 F.R. 16210, as amended, 30 F.R. 5801)

Done at Washington, D.C., this 9th day of March 1966.

R. J. ANDERSON,  
Deputy Administrator,  
Agricultural Research Service.

[F.R. Doc. 66-2595; Filed, Mar. 9, 1966;  
9:54 a.m.]



# Proposed Rule Making

## CIVIL AERONAUTICS BOARD

[ 14 CFR Part 290 ]

[ EDR-98; Docket No. 17048 ]

### TRANSFER OF AIRLIFT AMONG AIR CARRIERS IN CERTAIN EMERGENCIES AND IN WAR AIR SERVICE PROGRAM (WASP)

#### Notice of Proposed Rule Making

Notice is hereby given that the Civil Aeronautics Board has under consideration amendments to its Economic Regulations (14 CFR Part 200 et seq.) to promulgate a new Part 290 authorizing transfer of airlift among air carriers in certain emergencies. Notice is also given of a proposed Emergency Regulation to be included in the Code of Emergency Federal Regulations (CEFR) regarding the transfer of airlift among air carriers in the War Air Service Program (WASP).

The principal features of the proposed regulations are described in the explanatory statement. The Economic Regulation is proposed under authority of sections 204(a), 401, 403, 408, 412, and 416 (b) of the Federal Aviation Act of 1958, 72 Stat. 743, 754, 758, 767, 770, and 771; 49 U.S.C. 1325, 1371, 1373, 1378, 1382, and 1386. Both regulations are proposed in compliance with Executive Order 11090 (28 F.R. 1841) assigning emergency preparedness functions to the Civil Aeronautics Board.

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 April 8, 1966, will be considered by the Board. Copies of all 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., 20428, upon receipt thereof.

Dated: March 3, 1966.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,  
Secretary.

**Explanatory statement.** Executive Order 11090 (28 F.R. 1841), directs the Civil Aeronautics Board to develop mobilization plans and be prepared to carry out the distribution and redistribution of aircraft among the air carriers in order to assure the maintenance of essential civil air routes under the War Air Service Program (WASP) after withdrawal of aircraft allocated to the Civil Reserve Air Fleet (CRAF). The order does not give the Board power to put WASP into effect or to direct the distribution or redistribution of aircraft among any air

carriers. While the terms of the order contemplate the grant of the necessary authority to the Board when appropriate, the power actually to put the plans and programs into effect is expressly reserved to the President.

When the Executive Order was issued no plans had been developed for the partial activation of CRAF. However, recent procurement contracts between the Government (Military Airlift Command, MAC) and certain of the air carriers contain provisions for various levels of procurement of airlift for various degrees of airlift emergency and national emergency as defined in such contracts. As CRAF aircraft are requested in stages by the Government in a growing airlift emergency, shortages of airlift may develop on the routes of the civil air carriers at a time when it is unnecessary or premature for the President to direct the activation of WASP or confer authority on the Board to direct the transfer of aircraft among air carriers as contemplated in the Executive Order. Accordingly the Board believes that two regulations are necessary. The first, proposed Part 290, would deal with pre-WASP shortages of aircraft and would be based on the Board's existing exemption powers under the Federal Aviation Act. It would authorize the carriers voluntarily to enter into lease or charter arrangements for the transfer of aircraft in emergencies. The second regulation proposed herein is an Emergency Regulation which would become effective upon the issuance of an order by the President or his designee activating WASP and conferring appropriate authority upon the Board. Under its provisions the Board would direct the transfer of aircraft among air carriers as required in the emergency. The provisions of the regulations are discussed further below.

The proposed Part 290 does not require the carriers to lease any equipment to other carriers, since the Board does not have such power under the Act. Nor does the proposed regulation specify the financial conditions applicable to such agreements. The Board believes that it would be in the best interest of the carriers collectively, and of the Nation's air transportation system in an emergency, if commitments were in existence between air carriers to furnish equipment to other air carriers whose facilities are required by the Government. Since it can be anticipated that there will be little time in an emergency to negotiate mutually agreeable arrangements for the lease or charter of aircraft, the Board strongly urges the carriers to enter such agreements with each other providing for the lease and charter of aircraft to equalize shortages of equipment in emergencies.

The proposed Part 290 would permit the carriers which have furnished aircraft to the Government in an emer-

gency, pursuant to the expanded capability provisions of their contracts with the Military Airlift Command, to obtain additional aircraft to meet the needs for service on civil routes by leasing capacity from other carriers. Under the terms of the regulation air carriers, designated therein as "CRAF Operators," any of whose aircraft have been requested by the Government in any airlift emergency, national defense emergency or as a result of activation of CRAF, are granted an exemption from sections 408 (a) (2) and 412 of the Act to permit them to enter into leases of aircraft with or without crew from other air carriers for a 90-day period. Such agreements may include provisions for the lessor also to furnish maintenance and any and all ground facilities related to the operation of his aircraft. The regulation also grants the lessor an exemption from section 401 of the Act to permit him to operate his aircraft over the routes of the CRAF Operator pursuant to the lease arrangement.

Under Part 290, no CRAF Operator could lease from another air carrier at any one time more aircraft than it has furnished to the Government under the expanded capability provisions of his contract with the Military Airlift Command. While the regulation exempts the carriers from section 412 of the Act, copies of lease agreements are to be filed as reports to the Board within 15 days of execution. The regulation expressly confers no antitrust immunity upon any party. Carriers desiring approval for extension of the lease arrangements beyond 90 days are required to make timely application therefor. Pending Board action the exemption authority would remain in effect.

As indicated above, there is also proposed herein an Emergency Regulation which the Board contemplates including in the Code of Emergency Federal Regulations. This regulation would come into effect upon the issuance of an order by the President or his designee activating the War Air Service Program and conferring appropriate authority upon the Board as contemplated in Executive Order 11090, to direct the distribution and redistribution of aircraft among air carriers. The Emergency Regulation would be supplementary to the voluntary arrangement contemplated by proposed Part 290 which will remain in effect after WASP has been activated.

Under the Emergency Regulation any air carrier, upon direction by the Board, shall cause any of its aircraft to be leased or chartered to another air carrier or air carriers. The regulation provides that the basis or amount of compensation payable shall be determined by the Board. The Board contemplates the establishment of standard financial provisions in a subsequent proceeding.



It is evident that in the event of an airlift or national emergency or in the circumstances under which CRAF would be activated, it would be an undue burden upon a carrier experiencing a shortage of airlift and upon a carrier which has aircraft available for lease, to undergo a certification proceeding or to comply with the requirements of section 403, 408, or 412 of the Act. It is also evident that the type of emergency situation which would bring the Economic Regulation into effect would constitute an unusual circumstance affecting the operations of the air carriers involved. Accordingly, the Board tentatively finds that enforcement of the provisions of sections 401, 403, 408, and 412 of the Federal Aviation Act of 1958, under the circumstances contemplated in the regulation, would be an undue burden on the air carriers by reason of the unusual circumstances affecting their operations and is not in the public interest.

**Proposed rule.** It is proposed to issue a new Part 290 of the Board's Economic Regulations (14 CFR Part 290) as follows:

# **PART 290—TRANSFER OF AIRLIFT AMONG AIR CARRIERS IN CERTAIN EMERGENCIES**

- Sec.
- 290.1 Definitions.
- 290.2 Exemption for lease of aircraft.
- 290.3 Exemption for operations.
- 290.4 Reports.
- 290.5 Effect of exemption.
- 290.6 Extension.
- 290.7 Termination of exemption.

## **§ 290.1 Definitions.**

"CRAF" (Civil Reserve Air Fleet) means those air carrier aircraft allocated by the Secretary of Commerce to the Department of Defense to meet essential military needs in the event of an emergency.

"CRAF Operator" means an air carrier which has been required by the Government, under the expanded capability provisions of an airlift procurement contract or other CRAF contract between such air carrier and the Military Airlift Command, to furnish increased airlift to the Government upon a determination that an airlift or national emergency exists or upon the activation of CRAF.

## **§ 290.2 Exemption for lease of aircraft.**

Any CRAF operator shall be exempt from sections 408(a)(2) and 412 of the Federal Aviation Act of 1958 insofar as the provisions thereof relate to the lease of aircraft by such operator with or without crew from other carriers to replace the aircraft which such operator has been required to furnish under the expanded capability provisions of its contract with the Government in an emergency. Such lease agreements may also include provisions for maintenance and all other ground facilities and services related to the operation of the aircraft. The exemption under this part shall be subject to the following conditions:

(a) No CRAF operator shall lease an aircraft from another air carrier for more than 90 days.

(b) No CRAF operator may have under lease from other air carriers at any one time pursuant to this regulation, more aircraft than it has been required to furnish to the Government.

## **§ 290.3 Exemption for operations.**

An air carrier whose aircraft are leased to a CRAF operator pursuant to this part, shall be exempt: (a) From section 401 of the Act insofar as the provisions thereof would prevent such air carrier from engaging in air transportation, pursuant to the terms of the lease, between points between which the CRAF operator is authorized by certificate or exemption to engage in air transportation; and (b) from section 403 of the Act insofar as the provisions thereof would prevent such air carrier from engaging in such air transportation in accordance with the financial provisions of its lease agreement with the CRAF operator.

## **§ 290.4 Reports.**

(a) Two true and complete copies of all leases and related agreements authorized under this part, and all amendments thereto, shall be filed with the Board within 15 days after the date of execution.

(b) The Board may require additional reports from any CRAF operator or other air carrier with regard to traffic, revenue, or any other matter related to operations authorized under this part.

## **§ 290.5 Effect of exemption.**

The exemption granted by this part shall not be deemed to constitute an "order made under sections 408, 409, and 412" within the meaning of section 414 of the Act.

## **§ 290.6 Extension.**

The exemption granted under this part may be extended beyond 90 days only upon individual application filed with the Board no later than 30 days prior to the expiration of such exemption. When such an application has been filed, the exemption granted in this part shall remain in effect pending disposition of the application by the Board.

## **§ 290.7 Termination of exemption.**

The exemption granted by this part may be terminated by the Board, upon reasonable notice, but without hearing, at any time with respect to any lease agreement or arrangement or any operations thereunder which the Board finds to be inconsistent with the public interest.

**Proposed rule.** It is proposed to issue an Emergency Regulation for inclusion in the Code of Emergency Federal Regulations (CEFR) as follows:

## **EMERGENCY REGULATION—TRANSFER OF AIRLIFT AMONG AIR CARRIERS IN THE WAR AIR SERVICE PROGRAM (WASP)**

- Sec.
- 1 Definitions.
- 2 Applicability.
- 3 Operative provision.
- 4 Financial conditions.

## **SECTION 1. Definitions.**

The following terms mean those terms as defined in the Federal Aviation Act of 1958, as amended; "air carrier," "aircraft" and "civil aircraft".

"CRAF" (Civil Reserve Air Fleet) means those air carrier aircraft allocated by the Secretary of Commerce to the Department of Defense to meet essential military needs in the event of an emergency.

"WASP" (War Air Service Program) means the program designed to provide for the maintenance of essential civil air routes and services, and to provide for the distribution of air carrier aircraft among civil air transport carriers after withdrawal of aircraft allocated to the Civil Reserve Air Fleet (CRAF).

## **SEC. 2. Applicability.**

This regulation shall become effective upon the issuance of an order by the President or his designee activating the War Air Service Program (WASP) and vesting the Board with authority to direct the transfer of aircraft among air carriers.

## **SEC. 3. Operative provision.**

Any air carrier having possession or control of any civil aircraft used in air transportation shall cause such aircraft to be leased or chartered to such other air carrier or air carriers as the Civil Aeronautics Board shall from time to time direct.

## **SEC. 4. Financial conditions.**

The basis or amount of compensation payable for the lease or charter of any aircraft under this regulation shall be determined by the Board.

[F.R. Doc. 66-2477; Filed, Mar. 9, 1966; 8:45 a.m.]

# **SMALL BUSINESS ADMINISTRATION**

**[13 CFR Part 121]**

[Rev. 5]

## **SMALL BUSINESS SIZE STANDARDS**

## **Notice of Hearing on Definition of Small Business for Purpose of Bid- ding on Government Procurements**

Notice is hereby given that the SBA proposes to hold a hearing on the definition of a small business for the purpose of bidding on Government contracts for janitorial and custodial services and to determine whether SBA should promulgate a specific size standard for the purpose of bidding on Government procurements for a base maintenance (house-keeping) contract.

The hearing will take place March 28, 1966, at 11 a.m., e.s.t., in Room 442, 811 Vermont Avenue NW., Washington, D.C.

Interested persons may file with the Office of Economic Analysis, on or before March 18, 1966, written statements of facts, opinions, or arguments concerning the appropriate definition of small busi-



ness for the purpose of bidding on Government procurements for janitorial and custodial services and whether SBA should promulgate a specific size standard for the purpose of bidding on Government procurements for base maintenance (housekeeping) and, if so, the appropriate definition of a small business for the purpose of bidding on these types of procurements.

All correspondence on this matter should be addressed to:

Padraic P. Frucht, Assistant Administrator for Economics, Office of Economic Analysis, Small Business Administration, 811 Vermont Avenue NW., Washington, D.C., 20416.

The present size standard for bidding on Government procurements for janitorial and custodial services is that a concern, including its affiliates, must have average annual receipts of \$1 million or less for the preceding 3 fiscal years.

Conglomerate procurements such as base maintenance or housekeeping contracts may include but are not limited to such fields of activities as janitorial and custodial services, protective guard services, commissary services, refuse collection services, engineering services, construction, manufacturing, transportation, etc. The Small Business Administration does not have a specific definition of a small business for the purpose of bidding on Government procurements for base maintenance (housekeeping) contracts. However, SBA does have specific size standards for construction, engineering services, transportation, manufacturing industries and a general service size standard which includes numerous services such as janitorial and custodial services, commissary services, refuse collection services, protective guard services, etc. Under SBA's present size regulation, if a procurement calls for more than one item, and the invitation

for bid does not provide for award of all items by lot, a bidder must meet the size standard for each item for which it submits a bid. If the procurement is a single item procurement containing products or services which, if purchased separately, would fall into several different industries, or if it calls for more than one item but the contract is to be awarded by lot and the lot includes all items, it would be necessary to consider the dollar value of the various products or services being purchased to determine the principal product or service being purchased and to apply the size standard applicable to the industry into which the principal product or service being purchased is classified.

SBA has received information to the effect that the \$1 million service size standard is too low for the purpose of bidding on Government procurements for janitorial and custodial services and also has been requested to consider base maintenance (housekeeping) as a specific industry or field of operation and to promulgate a specific definition of a small business concern for the purpose of bidding on base maintenance (housekeeping) contracts.

The Small Business Act provides that competition should be maintained and strengthened by allowing the Federal Government to purchase a fair share of its procurements from small business. Therefore, in regard to janitorial and custodial services, SBA is interested in receiving information relating to the following:

1. What is the present competitive structure of the janitorial and custodial services industry?
2. What is the total market (dollar volume for the industry)?
3. The number of companies in the industry having annual receipts of \$1 million or less, \$1 to \$3 million, \$3 to \$5 million, \$5 to \$10 million, and over.

4. The names and size of concerns bidding on Government contracts for janitorial and custodial services and the names and size of concerns receiving awards for janitorial and custodial services contracts.

5. The names and the market share of the industry leaders.

In regard to whether SBA should promulgate a definition of a small business for the purpose of bidding on base maintenance (housekeeping), SBA is interested in the following comments:

1. Should base maintenance (housekeeping) be defined as an industry or field of operation for size determination purposes?

2. If so, what is an appropriate definition of base maintenance (e.g., if a procurement includes construction, manufacturing, janitorial and custodial services, guard services, commissary services, etc., and 75 percent of the contract price will be attributable to one of the above-stated items, should the product classification for such a contract be base maintenance or the industry into which the principal item being procured is classified?

3. The total dollar volume (annual receipts) of base maintenance contracts and the names and size of concerns, by annual receipts, bidding on Government procurements having base maintenance (housekeeping) contracts.

4. The names and size of concerns receiving awards of base maintenance (housekeeping) contracts.

*Effective date.* March 1, 1966.

Ross D. Davis,  
Executive Administrator.

[F.R. Doc. 66-2503; Filed, Mar. 9, 1966;  
8:47 a.m.]



# Notices

## INTERSTATE COMMERCE COMMISSION

[Notice 889]

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

MARCH 4, 1966.

The following applications are governed by Special Rule 1.247<sup>1</sup> of the Commission's general rules of practice (49 CFR 1.247), published in the *FEDERAL REGISTER*, issue of December 3, 1963, effective January 1, 1964. These rules provide, among other things, that a protest to the granting of an application must be filed with the Commission within 30 days after date of notice of filing of the application is published in the *FEDERAL REGISTER*. Failure seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. A protest under these rules should comply with § 1.40 of the general rules of practice which requires that it set forth specifically the grounds upon which it is made and specify with particularity the facts, matters, and things relied upon, but shall not include issues or allegations phrased generally. Protests not in reasonable compliance with the requirements of the rules may be rejected. The original and six (6) copies of the protest shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such request shall meet the requirements of § 1.247 (d) (4) of the special rule. Subsequent assignment of these proceedings for oral hearing, if any, will be by Commission order which will be served on each party of record.

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

No. MC 151 (Sub-No. 38) (Correction), filed January 25, 1966, published *FEDERAL REGISTER* issue of February 17, 1966, and republished as corrected this issue. Applicant: **LOVELACE TRUCK SERVICE, INC.**, 425 North Second Street, Terre

Haute, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between St. Louis, Mo., and Marshall, Ill., from St. Louis, over U.S. Highway 50 to junction U.S. Highway 45 and thence over U.S. Highway 45 to junction Illinois Highway 37, thence over Illinois Highway 37 to junction Interstate Highway 70, thence over Interstate Highway 70 to Marshall, and return over the same route, as an alternate route for operating convenience only, in connection with applicant's authorized regular-route operations. Note: The purpose of this republication is to show that applicant does not propose to serve any intermediate or off-route points. If a hearing is deemed necessary, applicant requests it be held at Springfield, Ill.

No. MC 504 (Sub-No. 87), filed February 11, 1966. Applicant: **HARPER MOTOR LINES, INC.**, 213 Long Avenue, Post Office Box 781, Elberton, Ga. Applicant's representative: Guy H. Postell, Suite 693, 1375 Peachtree Street NE., Atlanta, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over regular and irregular routes, transporting (regular routes): *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between Macon, Ga., and Eastman, Ga.: From Macon, over Georgia Highway 11 (U.S. Highway 41) to Perry, Ga., thence over U.S. Highway 341 and Georgia Highway 11 to Hawkinsville, Ga., thence over U.S. Highway 129 (Georgia Highway 26) to Cochran, Ga., thence over U.S. Highway 23 (Georgia Highway 87) to Eastman, and return over the same route, serving all intermediate points; (2) between Macon, Ga., and Americus, Ga.: From Macon, over U.S. Highway 41 (Georgia Highway 11) to junction Georgia Highway 49 at or near Echeconee, Ga., thence over Georgia Highway 49 via Fort Valley, Marshallville, Montezuma, and Oglethorpe, Ga., to Americus, and return over the same route, serving all intermediate points; (3) between Atlanta, Ga., and Waycross, Ga.: From Atlanta, over U.S. Highway 29, via Newnan and Moreland, Ga., to junction U.S. Alternate Highway 27, thence over U.S. Alternate Highway 27 to Harris at junction U.S. Alternate Highway 27 and Georgia Highway 18, thence over Georgia Highway 18, via Durand, Ga., to Pine Mountain, Ga., at junction U.S. Highway 27.

Thence over U.S. Highway 27, via Hamilton, Kingsboro, and Cataula, Ga.,

to Columbus, Ga., thence over U.S. Highway 27 to Cusseta, Ga., thence over U.S. Highway 280 (Georgia Highway 55) to Dawson, Ga., thence over U.S. Highway 82 (Georgia Highway 50) to Cuthbert, Ga., thence over U.S. Highway 27 (Georgia Highway 1), via Blakely, and Colquitt, Ga., to Bainbridge, Ga., thence over U.S. Highway 84 (Georgia Highway 38), via Cairo, Thomasville, and Valdosta, Ga., to Homerville, Ga., and thence over U.S. Highway 84 (Georgia Highway 38) to Waycross, and return over the same route, serving all intermediate points (except those located between Atlanta, Ga., and Columbus, Ga.), and the off-route point of Shellman, Ga.; (4) between Valdosta, Ga., and Moody Field, Ga.: Over Georgia Highway 125 and unnumbered highways, and return over the same route, serving no intermediate points; (5) between Thomasville, Ga., and Dawson, Ga.: From Thomasville, over U.S. Highway 319 (Georgia Highway 35), to Moultrie, Ga., thence over Georgia Highway 33 to Sylvester, Ga., thence over U.S. Highway 82 (Georgia Highway 50), via Albany, Ga., to Dawson, and return over the same route, serving all intermediate points; (6) between Atlanta, Ga., and Albany, Ga.: From Atlanta, over U.S. Highways 19 and 41 (Georgia Highway 3) to Griffin, Ga., thence over U.S. Highway 19 (Georgia Highway 3) to Albany, and return over the same route, serving all intermediate points; (7) between Albany, Ga., and Fort Gaines, Ga.: From Albany, over Georgia Highway 91 to Newton, Ga., thence over Georgia Highway 37, via Elmodel, Leary, Morgan, and Edison, Ga., to Fort Gaines, and return over the same route, serving all intermediate points; (8) between Albany, Ga., and Thomasville, Ga.

From Albany, over Georgia Highway 3 to Thomasville, and return over the same route, serving all intermediate points; (9) between Macon, Ga., and Eastman, Ga.: From Macon, over U.S. Highways 23 and 129 (Georgia Highways 19 and 87), via Cochran, Empire and Dubois, Ga., to Eastman, and return over the same route, serving all intermediate points; (10) between Harris, Ga., and Columbus, Ga.: From Harris, over U.S. Alternate Highway 27 (Georgia Highways 41, 85W and 85) to Columbus, and return over the same route, serving all intermediate points. Restriction: (1) No service is authorized between Harris, Ga., and Columbus, Ga., and (2) no service is authorized between Harris, Ga., and Warm Springs, Ga.; (11) between Moultrie, Ga., and Sunset, Ga.: From Moultrie, over U.S. Highway 319 (Georgia Highway 35), to Sunset, and return over the same route, serving all intermediate points. Restriction: Service is restricted to service to and from the airport located near Sunset, Ga.;

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



(12) between junction Georgia Highways 62 and 91, approximately 7 miles southwest of Albany, Ga., and Blakely, Ga.: From junction Georgia Highways 62 and 91, over Georgia Highway 62, via Leary and Arlington, Ga., to Blakely, and return over the same route, serving all intermediate points, and the off-route point of Edison, Ga.; (13) between junction Georgia Highways 62 and 91, approximately 7 miles southwest of Albany, Ga., and Colquitt, Ga.:

From junction Georgia Highways 62 and 91, over Georgia Highway 91 via Newton, Ga., to Colquitt, and return over the same route, serving all intermediate points, and the off-route point of Damascus, Ga.; (14) between Macon, Ga., and McRae, Ga.: From Macon, over Georgia Highways 11 and 247, via Warner Robins, Bonaire, and Kathleen, Ga., to junction Georgia Highway 247 and U.S. Highway 341 (Georgia Highway 11), approximately 1 mile northwest of Clinchfield, Ga., thence over U.S. Highway 341 via Hawkinsville and Eastman, Ga., to McRae, and return over the same route, serving all intermediate points; (15) between Quitman, Ga., and Bainbridge, Ga.: From Quitman, over Georgia Highway 33, via Berlin, Ga., to Moultrie, Ga., thence over Georgia Highway 37, via Hartsfield, Ga., to Camilla, Ga., thence over Georgia Highway 97, via Vada, Ga., to Bainbridge, and return over the same route, serving all intermediate points, and the off-route points of Sale City and Pelham, Ga.; (16) between Albany, Ga., and Moultrie, Ga.: From Albany, over Georgia Highway 133, via Doerun, Ga., to Moultrie, and return over the same route, serving all intermediate points; (17) between Doerun, Ga., and junction Georgia Highways 270 and 33, approximately 7 miles north of Moultrie, Ga.: From Doerun, over Georgia Highway 270 to junction Georgia Highway 33, and return over the same route, serving all intermediate points; (18) between Valdosta, Ga., and the Georgia-Florida State line.

From Valdosta, over Georgia Highway 31, via Clayville, Ga., to the Georgia-Florida State line, and return over the same route, serving all intermediate points; (19) between Thomasville, Ga., and Quitman, Ga.: From Thomasville, over Georgia Highway 122 to junction unnumbered county highway, approximately 10 miles northeast of Thomasville, thence over unnumbered county highway, via Barwick, Ga., to Quitman, and return over the same route, serving all intermediate points; (20) between junction Georgia Highway 122 and unnumbered county highway, located approximately 10 miles northeast of Thomasville, Ga., and junction Georgia Highways 122 and 33, located approximately 4 miles west of Barney, Ga., on Georgia Highway 122: From junction Georgia Highway 122 and unnumbered county highway over Georgia Highway 122, via Pavo, Ga., to junction Georgia Highway 33, and return over the same route, serving all intermediate points; (21) between Barwick, Ga., and Sunset, Ga.: From Barwick, over Georgia Highway 133 to Sunset, and return over the same route,

serving all intermediate points; (22) between Waycross, Ga., and the Georgia-Florida State line: From Waycross, over U.S. Highways 1 and 23 (Georgia Highway 4), via Folkston, Ga., to the Georgia-Florida State line, and return over the same route, serving all intermediate points; (23) between Atlanta, Ga., and junction U.S. Alternate Highway 27 (Georgia Highway 85W): From Atlanta, over Georgia Highway 85 to junction U.S. Alternate Highway 27 (Georgia Highway 85W), near Shiloh, Ga., and return over the same route, serving no intermediate points; (24) between Newton, Ga., and Camilla, Ga.: From Newton, over Georgia Highway 37 to Camilla, and return over the same route, serving all intermediate points; (25) between Waycross, Ga., and Sylvester, Ga.

From Waycross, over U.S. Highway 82 (Georgia Highway 50), via Pearson and Tifton, Ga., to Sylvester, and return over the same route, serving all intermediate points, except (1) with closed doors at Tifton for traffic moving to, from or through Valdosta, Macon, or Atlanta, Ga., and (2) with closed doors at Tifton for traffic moving to or from Albany, Ga.; (26) between Atlanta, Ga., and Waycross, Ga.: From Atlanta, over U.S. Highway 23 (Georgia Highways 42, 19, 87, and 27) to Waycross, and return over the same route, serving no intermediate points; (27) between Hazlehurst, Ga., and junction Georgia Highways 4 and 19, located approximately 12 miles south of Alma, Ga.: From Hazlehurst, over U.S. Highway 341 (Georgia Highway 27) to Baxley, Ga., thence over U.S. Highway 1 (Georgia Highway 4) to junction U.S. Highway 23 (Georgia Highway 19), thence over combined U.S. Highways 1 and 23 (Georgia Highway 19) to Alma, Ga., thence over U.S. Highways 1 and 23 (Georgia Highway 19), to junction Georgia Highway 4, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's presently authorized regular route operations. Restriction: No service is authorized on the above routes, (26) and (27), except (1) at Hazlehurst, Ga., and (2) at Macon, Ga., for traffic moving through the Atlanta, Ga., gateway; (28) between Griffin, Ga., and Forsyth, Ga.: From Griffin, over U.S. Highway 41 (Georgia Highway 7) to Barnesville, Ga., thence over Georgia Highway 18 to Forsyth, and return over the same route, serving no intermediate points (no service is authorized at Forsyth, Ga., except carrier is authorized to tack at Forsyth in connection with its other authorized routes); (29) between Barnesville, Ga., and Eastman, Ga.:

From Barnesville, over U.S. Highway 341 to Eastman, and return over the same route, serving no intermediate points; (30) between Valdosta, Ga., and junction Georgia Highways 33 and 122: From Valdosta, over Georgia Highway 94 to Morven, Ga., thence over Georgia Highway 76 to Barney, Ga., thence over Georgia Highway 122 to junction Georgia Highway 33, approximately 4 miles west of Barney, Ga., and return over the same route, serving all intermediate points;

(31) between Morven, Ga., and junction Georgia Highways 84 and 33: From Morven, over Georgia Highway 94 to junction Georgia Highway 33, approximately 4 miles west of Barney, Ga., and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's presently authorized regular route operations; (32) between Moultrie, Ga., and Columbus, Ga.: From Moultrie, over Georgia Highway 133 to Albany, Ga., thence over U.S. Highway 19 (Georgia Highway 3) to Americus, Ga., thence over Georgia Highways 26 and 103, via Buena Vista, Ga., to Columbus, and return over the same route, serving all intermediate points. Restriction: No service is authorized over the route, except in the transportation of packinghouse products as defined by the Commission; (33) between Moultrie, Ga., and Macon, Ga.

From Moultrie, over Georgia Highway 133 to Albany, Ga., thence over U.S. Highway 19 (Georgia Highway 3), via Americus and Butler, Ga., to junction U.S. Highway 80 (Georgia Highway 22), approximately 4 miles east of Carsonville, Ga., thence over U.S. Highway 80 (Georgia Highway 22) to Macon, and return over the same route, serving all intermediate points. Restriction: No service is authorized over the route, except in the transportation of packinghouse products as defined by the Commission. Irregular routes: *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); (34) between points within the highway mileage radius of fifty (50) miles of Dublin, Ga. Note: Applicant states that it seeks no duplicating authority. Applicant states that it proposes to tack the authority sought by this application with its present authority contained in Docket No. MC 504 and Sub-Nos. 1, 21, 33, 36, 43, 44, 46, 50, 74, 77, and 78, wherein applicant is authorized to operate in the States of Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Virginia, West Virginia, and Wisconsin, and the District of Columbia. If a hearing is deemed necessary, applicant requests it be held at Columbus or Atlanta, Ga.

No. MC 906 (Sub-No. 74), filed February 24, 1966. Applicant: CONSOLIDATED FORWARDING CO., INC., 1300 North 10th Street, St. Louis, Mo., 63106. Applicant's representative: Charles E. Dempsey (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen, prepared food and pies, not baked, poultry, dressed or eviscerated, frozen, from Carrollton, Macon, Marshall, Milan, and Moberly, Mo., to points in Connecticut, Delaware, Kentucky, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode*



Island, Tennessee (except Memphis, Tenn., and its commercial zone), Vermont, Virginia, West Virginia, and Washington, D.C. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 2202 (Sub-No. 288), filed February 16, 1966. Applicant: ROADWAY EXPRESS, INC., 1077 Gorge Boulevard, Akron, Ohio, 44309. Applicant's representative: William O. Turney, 2001 Massachusetts Avenue, NW., Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General Commodities* (except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Harrisburg, Pa., and Reading, Pa., as follows: From Harrisburg over U.S. Highway 322 to junction U.S. Highway 422, thence over U.S. Highway 422 to Reading, and return over the same route, as an alternate route for operating convenience only. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 2202 (Sub-No. 289), filed February 16, 1966. Applicant: ROADWAY EXPRESS, INC., 1077 Gorge Boulevard, Post Office Box 471, Akron, Ohio, 44309. Applicant's representative: William O. Turney, 2001 Massachusetts Avenue NW., Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Morristown, Tenn., and Knoxville, Tenn., as follows: From Morristown, over U.S. Highway 11E to Knoxville, and return over the same route, serving no intermediate points, as alternate route for operating convenience only, in connection with applicant's presently authorized regular route operations, with service at Morristown for the purpose of joinder only. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 2226 (Sub-No. 97), filed January 6, 1966. Applicant: RED ARROW FREIGHT LINES, INC., 3901 Sequin Road, San Antonio, Tex. Applicant's representative: Ralph W. Pulley, Jr., 45th Floor, First National Bank Building, Dallas, Tex., 75202. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), (1) between Freeport and Houston, Tex.; from Freeport over Texas Farm-to-Market Road 1561 to junction Texas Highway 6 at or near Hitchcock, Tex., thence over Texas Farm-to-Market Road 519 to junction Texas Highway 341, thence over Texas Highway 341 to junction Loop 197, thence over Loop 197 to Texas City, Tex., and thence over U.S. Highway 75 (Interstate Highway 45) to

Houston, and return over the same route, serving all intermediate points, (2) between Texas City and Galveston, Tex., over U.S. Highway 75 (Interstate Highway 45), serving all intermediate points, with service at Galveston and Texas City restricted to traffic moving to and from Freeport, (3) between Freeport and Galveston, Tex.; (a) from Freeport over Texas Farm-to-Market Road 1561 to junction Texas Highway 6 at or near Hitchcock, Tex., thence over Texas Highway 6 to junction U.S. Highway 75, and thence over U.S. Highway 75 to Galveston, and return over the same route, serving all intermediate points, and (b) between Freeport and Galveston, Tex., over County Road 257, commonly known as San Luis Beach Road, serving all intermediate points, (4) between Freeport and West Columbia, Tex., over Texas Highway 36, serving no intermediate points, and (5) between Freeport and Houston, Tex., over Texas Highway 288, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's regular-route operations. NOTE: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 2228 (Sub-No. 48), filed February 10, 1966. Applicant: MERCHANTS FAST MOTOR LINES, INC., East U.S. Highway 80, Post Office Drawer 270, Abilene, Tex. Applicant's representative: Reagan Sayers, Century Life Building, Fort Worth, Tex., 76102. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), serving all intermediate points on the following routes, in connection with applicant's presently authorized regular route operations: (1) Between Houston, Tex., and Beaumont, Tex., as follows: From Houston, over U.S. Highway 90 to Beaumont, and return over the same route; (2) between Houston, Tex., and Fostoria, Tex., as follows: From Houston, over U.S. Highway 75 to Conroe, Tex., thence over U.S. Highway 105 to Fostoria, and return over the same route; and (3) between Fort Worth, Tex., and Wichita Falls, Tex., as follows: From Fort Worth, over U.S. Highway 287 to Wichita Falls, and return over the same route. NOTE: If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 2230 (Sub-No. 15) (Amendment), filed November 15, 1965, published in FEDERAL REGISTER issue of December 2, 1965, amended January 28, 1966, and republished February 10, 1966, and further amended February 24, 1966, and republished as further amended this issue. Applicant: MACK'S TRANSPORT SERVICE, INC., 1215 North 17th Street, Box 1908, Lincoln, Nebr. Applicant's representative: James E. Ryan, 214 Sharp Building, Lincoln, Nebr., 68508. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (a) *Two,*

*three, and four wheeled automotive vehicles* used in the transportation of passenger or property, or both, uncrated and parts and accessories for such vehicles when moving at the same time and with the same vehicles of which they are a part, from points in the United States (except Alaska and Hawaii) to Lincoln, Nebr., restricted to vehicles being returned to the site or sites of the Cushman Motor Works, Inc., and (b) *rebuilt and remanufactured two, three, and four wheeled automotive vehicles* used in the transportation of passengers or property or both, uncrated and parts and accessories for such vehicles when moving at the same time and with the same vehicles of which they are a part from the site or sites of the Cushman Motor Works, Inc., at Lincoln, Nebr., to points in the United States (except Alaska and Hawaii). NOTE: The purpose of this republication is to more clearly set forth the proposed operation. If a hearing is deemed necessary, applicant requests it be held at Lincoln, Nebr.

No. MC 2359 (Sub-No. 18), filed February 15, 1966. Applicant: DAMEO, INC., 568 Central Avenue, Somerville, 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: *Fibrous glass products and materials, insulating products and materials, building wall and insulating board, asphalt and asbestos products and materials, plastic products and materials, and materials, supplies, and equipment* used in connection with the production, distribution and installation of the foregoing groups of commodities, between points in Winslow Township, Camden County, N.J., on the one hand, and, on the other, points in New York, Pennsylvania, Maryland, Delaware, Connecticut, Rhode Island, Massachusetts, Virginia, Maine, New Hampshire, and Vermont and the District of Columbia. Restrictions: Applicant states that the above is restricted against the transportation of any commodities in bulk. Applicant states that the above proposed operation is to be limited to a transportation service to be performed under a continuing contract with Gustin-Bacon Manufacturing Co. of Kansas City, Mo. NOTE: If a hearing is deemed necessary, applicant requests it be held in Washington, D.C., or New York, N.Y.

No. MC 2860 (Sub-No. 5), filed February 16, 1966. Applicant: NATIONAL FREIGHT, INC., 57 West Park Avenue, Vineland, N.J., 08360. Applicant's representative: Irving Abrams, 1776 Broadway, New York, N.Y., 10019. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fibrous glass products and materials, insulating products and materials, building wall and insulating board, asphalt and asbestos, asphalt and asbestos products and materials, plastic products and materials, and materials, supplies, and equipment* used in connection with the production, distribution, and installation of the foregoing groups of commodities (except commodities in



bulk), between points in Winslow Township, Camden County, N.J., on the one hand, and, on the other, points in Maine, New Hampshire, Vermont, Virginia, and the District of Columbia. Note: If a hearing is deemed necessary, applicant requests that it be held at New York, N.Y.

No. MC 2900 (Sub-No. 136), filed February 9, 1966. Applicant: RYDER TRUCK LINES, INC., Post Office Box 2408, Jacksonville, Fla., 32203. Applicant's representative: Robert W. Gerson, Post Office Box 2408, Jacksonville, Fla., 32203. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) between Atlanta, Ga., and Savannah, Ga.: (a) From Atlanta over U.S. Highway 278 to Madison, Ga., thence over U.S. Highway 441 to Dublin, Ga., thence over U.S. Highway 80 to Savannah, Ga., and return over the same route, serving all intermediate points, (b) from Atlanta over U.S. Highway 278 to Madison, Ga., thence over U.S. Highway 441 to Milledgeville, Ga., thence over Georgia Highway 24 to junction Georgia Highway 24 and Georgia Highway 68 (near Sanderville, Ga.), thence over Georgia Highway 68 to Tennille, Ga., thence over Georgia Highway 15 to Adrian, Ga., thence over U.S. Highway 80 to Savannah, Ga., and return over the same route, serving all intermediate points; (2) between Atlanta and Brunswick, Ga.: (a) From Atlanta, Ga., over U.S. Highway 23 to Hazlehurst, Ga., thence over U.S. Highway 341, to Brunswick, Ga., and return over the same route, serving all intermediate points, (b) from Atlanta, Ga., over U.S. Highway 23 to Flovilla, Ga., thence over Georgia Highway 87 to Macon, Ga., thence over U.S. Highway 23 to Hazlehurst, Ga., thence over U.S. Highway 341 to Brunswick, Ga., and return over the same route, serving all intermediate points; (3) between Macon, Ga., and Savannah, Ga.:

From Macon, Ga., over U.S. Highway 80 to Dublin, Ga., thence over Georgia Highway 29 to junction Georgia Highway 29 and U.S. Highway 280 (near Vidalia, Ga.), thence over U.S. Highway 280 to Blitchton, Ga., thence over U.S. Highway 80 to Savannah, Ga., and return over the same route, serving all intermediate points; (4) between Savannah, Ga., and the Florida State line: (a) From Savannah, Ga., over U.S. Highway 17 to the Florida State line, and return over the same route, serving all intermediate points, (b) from Savannah, Ga., over U.S. Highway 17 to Kingsland, Ga., thence over Georgia Highway 40 to the Florida State line at St. Mary's, Ga., and return over the same route, serving all intermediate points; (5) between Atlanta, Ga., and Eastman, Ga.: (a) from Atlanta, Ga., over U.S. Highway 29 to LaGrange, Ga., thence over Georgia Highway 219 to junction Georgia Highway 219 and Georgia Highway 103, thence over Georgia Highway 103 to

Columbus, Ga., thence over U.S. Highway 27 to Cusseta, Ga., thence over Georgia Highway 26 to Hawkinsville, Ga., thence over U.S. Highway 341 to Eastman, Ga., and return over the same route, serving all intermediate points; (b) from Atlanta, Ga., over U.S. Highway 29 to Moreland, Ga., thence over Alternate U.S. Highway 27 to Harris, Ga., thence over Georgia Highway 18 to Pine Mountain, Ga., thence over U.S. Highway 27 to Cusseta, Ga., thence over Georgia Highway 26 to Hawkinsville, Ga., thence over U.S. Highway 341 to Eastman, Ga., and return over the same route, serving all intermediate points; (6) between Atlanta, Ga., and Macon, Ga.:

From Atlanta, Ga., over U.S. Highway 278 to Covington, Ga., thence over Georgia Highway 142 to Mansfield, Ga., thence over Georgia Highway 11 to Macon, Ga., and return over the same route, serving all intermediate points; (7) between Macon, Ga., and Irwinton, Ga.: From Macon, Ga., over Georgia Highway 57 to Irwinton, Ga., and return over the same route, serving all intermediate points; (8) between Milledgeville, Ga., and Milan, Ga.: From Milledgeville, Ga., over Georgia Highway 22 to junction Georgia Highway 22 and Georgia Highway 24 (near Milledgeville, Ga.), thence over Georgia Highway 24 to Louisville, Ga., thence over U.S. Highway 1 to Lyons, Ga., thence over U.S. Highway 280 to Milan, Ga., and return over the same route, serving all intermediate points; (9) between Dublin, Ga., and McRae, Ga.: From Dublin, Ga., over U.S. Highway 319 to McRae, Ga., and return over the same route, serving all intermediate points; (10) between Cochran, Ga., and junction Georgia Highway 26 and U.S. Highway 80 (near Dudley, Ga.): From Cochran, Ga., over Georgia Highway 26 to junction Georgia Highway 26 and U.S. Highway 80 (near Dudley, Ga.) and return over the same route, serving all intermediate points; (11) between Wrightsville, Ga., and Swainsboro, Ga.: From Wrightsville, Ga., over Georgia Highway 57 to Swainsboro, Ga., and return over the same route, serving all intermediate points; (12) between Twin City, Ga., and Statesboro, Ga.: From Twin City, Ga., over Georgia Highway 23 to Metter, Ga., thence over Georgia Highway 46 to junction Georgia Highway 46 and U.S. Highway 301, thence over U.S. Highway 301 to Statesboro, Ga., and return over the same route, serving all intermediate points; (13) between Lyons, Ga., and Fort Stewart, Ga.:

From Lyons, Ga., over U.S. Highway 280 to Reidsville, Ga., thence over Georgia Highway 23 to Glennville, Ga., thence over U.S. Highway 301 to Ludowici, Ga., thence over U.S. Highway 82 to Hinesville, Ga., thence over Georgia Highway 67 to Fort Stewart, Ga., and return over the same route, serving all intermediate points; (14) between Atlanta, Ga., and Augusta, Ga.: (a) From Atlanta, Ga., over U.S. Highway 78 to Augusta, Ga., and return over the same route, serving all intermediate points, (b) from Atlanta, Ga., over U.S. Highway 29 to Athens, Ga., thence over

U.S. Highway 78 to Augusta, Ga., and return over the same route, serving all intermediate points; (15) between Athens, Ga., and the South Carolina State line: From Athens, Ga., over U.S. Highway 29 to the South Carolina State line and return over the same route, serving all intermediate points; (16) between Athens, Ga., and Elberton, Ga.: From Athens, Ga., over U.S. Highway 29 to junction U.S. Highway 29 and Georgia Highway 72 (near Athens, Ga.), thence over Georgia Highway 72 to Elberton, Ga., and return over the same route, serving all intermediate points; (17) between Royston, Ga., and Augusta, Ga.: From Royston, Ga., over Georgia Highway 17 to Washington, Ga., thence over U.S. Highway 378 to Lincolnton, Ga., thence over Georgia Highway 47 to junction Georgia Highway 47 and Georgia Highway 104 (near Leah, Ga.), thence over Georgia Highway 104 to Augusta, Ga., and return over the same route, serving all intermediate points; (18) between Harlem, Ga., and junction Georgia Highway 47 and Georgia Highway 104 (near Leah, Ga.):

From Harlem, Ga., over Georgia Highway 47 to junction Georgia Highway 47 and Georgia Highway 104 (near Leah, Ga.), and return over the same route, serving all intermediate points; (19) between Monroe, Ga., and Brazelton, Ga.: From Monroe, Ga., over Georgia Highway 11 to Winder, Ga., thence over Georgia Highway 53 to Brazelton, Ga., and return over the same route, serving all intermediate points; (20) between Savannah, Ga., and Augusta, Ga.: (a) From Savannah, Ga., over U.S. Highway 80 to Statesboro, Ga., thence over U.S. Highway 25 to Augusta, Ga., and return over the same route, serving all intermediate points, (b) from Savannah, Ga., over Georgia Highway 21 to Sylvania, Ga., thence over U.S. Highway 301 to junction U.S. Highway 301 and Georgia Highway 24, thence over Georgia Highway 24 to Waynesboro, Ga., thence over U.S. Highway 25 to Augusta, Ga., and return over the same route, serving all intermediate points; (21) between Louisville, Ga., and Harlem, Ga.: From Louisville, Ga., over U.S. Highway 221 to Harlem, Ga., and return over the same route, serving all intermediate points; (22) between Madison, Ga., and Athens, Ga.: From Madison, Ga., over U.S. Highway 441 to Athens, Ga., and return over the same route, serving all intermediate points; (23) between Ludowici, Ga., and Folkston, Ga.: From Ludowici, Ga., over U.S. Highway 301 to Folkston, Ga., and return over the same route, serving all intermediate points; (24) between Jesup, Ga., and Waycross, Ga.: From Jesup, Ga., over U.S. Highway 82 to Waycross, Ga., and return over the same route, serving all intermediate points; (25) between Folkston, Ga., and White Oak, Ga.: From Folkston, Ga., over Georgia Highway 252 to White Oak, Ga., and return over the same route, serving all intermediate points; (26) between Atlanta, Ga., and Savannah, Ga.: From Atlanta, Ga., over Interstate Highway 75 to junction Interstate Highway 75 and Interstate Highway 16 (near Macon, Ga.),



thence over Interstate Highway 16 to Savannah, Ga., and return over the same route, serving all intermediate points; (27) between Atlanta, Ga., and Augusta, Ga.: From Atlanta, Ga., over Interstate Highway 20 to Augusta, Ga., and return over the same route, serving all intermediate points, also serving all other points in the State of Georgia as off-route points in connection with applicant's authorized regular-route operations. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 5429 (Sub-No. 17), filed February 16, 1966. Applicant: LYON VAN LINES, INC., 3416 South La Cienega Boulevard, Los Angeles, Calif., 90016. Applicant's representative: Warren N. Grossman, 740 Roosevelt Building, 727 West Seventh Street, Los Angeles 17, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods* as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, between points in Alabama, Mississippi, and West Virginia, on the one hand, and, on the other, points in the United States (except those in Alaska and Hawaii). **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif.

No. MC 10761 (Sub-No. 189), filed February 11, 1966. Applicant: TRANS-AMERICAN FREIGHT LINES, INC., 1700 North Waterman Avenue, Detroit, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Cleveland, Ohio, to points in Texas, Illinois, Iowa, Nebraska, Missouri, Kentucky, Kansas, and points in Wisconsin south of Wisconsin Highway 29, from Manitowoc and Green Bay, Wis., on the east, to Hudson, Wis., on the west, and to Minneapolis and St. Paul, Minn., and *damaged and rejected shipments*, on return. **NOTE:** If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 11207 (Sub-No. 244), filed February 14, 1966. Applicant: DEATON TRUCK LINE, INC., Birmingham, Ala. Applicant's representative: A. Alvis Layne, Pennsylvania Building, Washington, D.C., 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Bituminous fiber pipe, and fiber pipe fittings, and accessories*, from Birmingham, Ala., and points in its commercial zone, to points in Texas, (2) *scrap paper*, from points in Texas, Oklahoma, Tennessee, and Arkansas, to Birmingham, Ala., and points in its commercial zone, and (3) *iron and steel, and iron and steel articles*, from Birmingham, Ala., and Gadsden, Ala., and points in their respective commercial zones, to points in Texas. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Birmingham, Ala.

No. MC 11220 (Sub-No. 101), filed February 3, 1966. Applicant: GORDONS TRANSPORTS, INC., 185 West McLe-more 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, livestock, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Vaiden and Meridian, Miss., from Vaiden over Mississippi Highway 35 to junction with Mississippi Highway 19 just south of Kosciusko, thence over Mississippi Highway 19 to Meridian, and return over the same route, serving no intermediate points and serving the termini for joinder purposes, 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 Memphis, Tenn.

No. MC 14786 (Sub-No. 14), filed February 7, 1966. Applicant: GREYHOUND VAN LINES, INC., 13 East Lake Street, Northlake, Ill., 60164. Applicant's representative: Eugene T. Lilpfer, Suite 1035, Universal Building North, 1875 Connecticut Avenue NW., Washington, D.C., 20009. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, (1) between points in Colorado, Wyoming, North Dakota, New Mexico, Minnesota, South Dakota, Nebraska, Kansas, those points in Iowa, on and west of U.S. Highway 69, and those points in Missouri on and west of U.S. Highway 65, and (2) between points in Nebraska, Kansas, New Mexico, Wyoming, and Colorado, on the one hand, and, on the other, points in Arkansas, California, and Nevada. **NOTE:** Applicant presently holds authority to operate as outlined in (1) and (2) above, except that New Mexico is not presently included in either paragraph (Docket No. MC 14786 Sub-No. 11, Sheet 2, paragraphs 1 and 3). The purpose of the application is to add New Mexico as an additional gateway State on operations between the eight Western States and the remainder of the United States now served by applicant. Applicant intends to tack the authority sought with other authority presently held in Docket No. MC 14786 and MC 14786 Sub-No. 11. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 19227 (Sub-No. 103), filed February 16, 1966. Applicant: LEONARD BROS. TRANSFER, INC., 2595 North-west 20th Street, Miami, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Communication and transmission towers and parts thereof* when moving in connection with such towers, from points in Florida, to points in Arizona, California, Colorado, Florida, Nevada, and Utah. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Tampa, Fla.

No. MC 19227 (Sub-No. 104), filed February 16, 1966. Applicant: LEONARD BROS. TRANSFER, INC., 2595 North-west 20th Street, Miami, Fla. Authority

sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Communication and transmission towers and parts thereof* when moving in connection with such tower, from points in Florida to points in Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and the District of Columbia. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Tampa, Fla.

No. MC 19227 (Sub-No. 105), filed February 16, 1966. Applicant: LEONARD BROS. TRANSFER, INC., 2595 North-west 20th Street, Miami, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Communication, and transmission towers, and parts thereof*, when moving in connection with such towers, from points in Florida, to points in Arkansas, Florida, Kansas, Louisiana, Mississippi, Nebraska, New Mexico, Oklahoma, and Texas. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Tampa, Fla.

No. MC 21170 (Sub-No. 155) (Correction), filed January 26, 1966, published FEDERAL REGISTER, issue of February 17, 1966, and republished as corrected this issue. Applicant: BOS LINES, INC., 408 South 12th Avenue, Marshalltown, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Food products*, and (2) *commodities*, the transportation of which is partially exempt under the provisions of section 203(b)(6) of the Interstate Commerce Act if transported in vehicles not used in carrying any other property, when moving in the same vehicle at the same time with food products, from points in Arkansas, on and north of U.S. Highway 62, and on and west of U.S. Highway 71 to points in Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia. **NOTE:** The purpose of this republication is to clearly set forth the commodities proposed to be transported. If a hearing is deemed necessary, applicant requests it be held at Miami, Fla., or Washington, D.C.

No. MC 21170 (Sub-No. 180), filed February 14, 1966. Applicant: BOS LINES, INC., 408 South 12th Avenue, Marshalltown, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Preserved and canned foodstuffs*, from (1) Appleton, Bear Creek, Belgium, Brillion, Cambria, Cedar Grove, Clyman, Columbus, Eagle River, Fall River, Galesville, Germantown, Green Bay, Hillsboro, Horicon, Janesville, Madison, Manitowoc, Markesan, New Richmond, Ran-



dom Lake, and Sheyogan, Wis., to points in Illinois, Indiana, Michigan, Missouri, and Ohio and (2) from Lomax, Princeville, and Rochelle, Ill., to points in Indiana, Michigan, Missouri, and Ohio, and damaged and rejected shipments on return. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 21170 (Sub-No. 181), filed February 16, 1966. Applicant: BOS LINES, INC., 408 South 12th Avenue, Marshalltown, Iowa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses* (except commodities in bulk, in tank vehicles), from Dodge City, Kans., to points in Alabama, Arkansas, California, Colorado, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Michigan, Mississippi, Missouri, North Carolina, Ohio, Oklahoma, South Carolina, Tennessee, Virginia, West Virginia, Wisconsin, Connecticut, Delaware, Maine, Maryland, Massachusetts, Minnesota, Nebraska, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, and Vermont. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Wichita, Kans.

No. MC 21170 (Sub-No. 182), filed February 16, 1966. Applicant: BOS LINES, INC., 408 South 12th Avenue, Marshalltown, Iowa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Potato products*, from points in Colorado, to points in Alabama, Arkansas, Florida, Georgia, Kansas, Louisiana, Mississippi, Missouri, New Mexico, Oklahoma, and Texas. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Denver, Colo.

No. MC 21170 (Sub-No. 183), filed February 16, 1966. Applicant: BOS LINES, INC., 408 South 12th Avenue, Marshalltown, Iowa, 50158. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Kansas City, Kans., to points in Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Kans.

No. MC 21170 (Sub-No. 184), filed February 16, 1966. Applicant: BOS LINES, INC., 408 South 12th Avenue, Marshalltown, Iowa, 50158. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Canned, prepared or preserved foodstuffs*, from Leipsic, New Bavaria, Northwood, Pemberville, and Sandusky, Ohio; Bellville, Morton, and Rockford, Ill.; Fowlerston and Kokomo, Ind.; and Berkeley Springs and Martinsburg, W. Va.; to points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, Missouri, North Carolina, South Carolina, Tennessee, and Virginia. NOTE: If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 21170 (Sub-No. 185), filed February 16, 1966. Applicant: BOS LINES, INC., 408 South 12th Avenue, Marshall-

town, Iowa, 50158. 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 York County, Nebr., to points in Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin. NOTE: If a hearing is deemed necessary applicant requests it be held at Lincoln, Nebr.

No. MC 21170 (Sub-No. 186), filed February 16, 1966. Applicant: BOS LINES, INC., 408 South 12th Avenue, Marshalltown, Iowa, 50158. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Lubricating oils, petroleum lubricating products, proprietary antifreeze, alcohol compounds, carbon gums and sludge removing compounds, greases, core oils and compounds, and automobile chemicals and compounds*, from Danville and Seneca, Ill., to points in Wisconsin, Indiana, Ohio, Kentucky, Minnesota, Tennessee, West Virginia, Pennsylvania, New Jersey, New York, Michigan, Maryland, Delaware, Virginia, and the District of Columbia. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 21170 (Sub-No. 187), filed February 18, 1966. Applicant: BOS LINES, INC., 408 South 12th Avenue, Marshalltown, Iowa, 50158. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Candy, confectioneries, and confectionery products and ingredients*, from Reading and West Reading, Pa., to points in Tennessee, Alabama, Mississippi, and Louisiana. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 21170 (Sub-No. 188), filed February 18, 1966. Applicant: BOS LINES, INC., 408 South 12th Avenue, Marshalltown, Iowa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Lubricating oils, petroleum lubricating products, proprietary antifreeze, alcohol compounds, carbon gum and sludge removing compounds, and automobile chemicals and compounds*, from Danville and Seneca, Ill., to points in Indiana, Kentucky, Michigan, Minnesota, Ohio, Tennessee, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 21170 (Sub-No. 189), filed February 18, 1966. Applicant: BOS LINES, INC., 408 South 12th Avenue, Marshalltown, Iowa, 50158. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods and dairy replacement products*, from Kansas City, Kans., and Kansas City, Mo., to points in Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 22195 (Sub-No. 117) (Amendment), filed December 22, 1965, published in FEDERAL REGISTER issue of January 27, 1966, amended February 24, 1966, and republished as amended, this issue. Applicant: DAN DUGAN TRANSPORT COMPANY, a corporation, Post Office Box 946, 41st and Grange Avenue, Sioux Falls, S. Dak. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia*, in bulk, from the plantsite or storage facility of the Monsanto Co. located at or near Garner, Iowa, to points in Minnesota, Nebraska, North Dakota, South Dakota, and Wisconsin. NOTE: The purpose of this republication is to more clearly set forth the location from which the above commodity is to be shipped. If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn., or Des Moines, Iowa.

No. MC 25798 (Sub-No. 137), filed February 14, 1966. Applicant: CLAY HYDER TRUCKING LINES, INC., 502 East Bridgers Avenue, Post Office Box 1186, Auburndale, Fla., 33823. 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 the plantsite of Geo. A. Hormel & Co. located at or near Bureau, Ill., to points in Alabama, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee, restricted to traffic originating at the plantsite of Geo. A. Hormel & Co. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 25869 (Sub-No. 60), filed February 9, 1966. Applicant: NOLTE BROS. TRUCK LINE, INC., Post Office Box 7184, 2509 O Street, 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*, (1) between points in Nebraska, on, east and south of a line beginning at the Kansas-Nebraska State line, and extending along U.S. Highway 81 to junction U.S. Highway 275, thence along U.S. Highway 275 to junction U.S. Highway 77, located at or near Winslow, Nebr., thence along U.S. Highway 77 to junction U.S. Highway 30, and thence along U.S. Highway 30 to the Iowa-Nebraska State line; and (2) between points in the above described territory in Nebraska, on the one hand, and, on the other, points in Pottawattamie County, Iowa. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 25869 (Sub-No. 61), filed February 18, 1966. 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: *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 (except hides and commodities in bulk, in tank vehicles), from Onawa, Iowa, to points in Wisconsin. NOTE: Applicant states it proposes to tack the above proposed operations with existing authority between Omaha, Nebr., and Onawa, Iowa, to eliminate existing interline route. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 29079 (Sub-No. 25), filed February 10, 1966. Applicant: BRADA MILLER FREIGHT SYSTEM, INC., 1200 Home Avenue, Kokomo, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lubricating oils, petroleum lubricating products, proprietary antifreeze, alcohol compounds, carbon gum and sludge removing compounds, grease, core oils and compounds, and automobile chemicals and compounds*, from Danville, Ill., to points in Indiana, Ohio, Kentucky, Minnesota, Tennessee, West Virginia, Pennsylvania, New Jersey, New York, Michigan, Missouri, Delaware, Virginia, and Washington, D.C., and rejected shipments on return. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 29566 (Sub-No. 117), filed February 4, 1966. Applicant: SOUTHWEST FREIGHT LINES, INC., 1400 Kansas Avenue, Kansas City, Kans. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles and hides), from Salina, Kans., to points in Arkansas, Colorado, Illinois, Iowa, Missouri, Nebraska, Oklahoma, and the Indiana portion of the Chicago, Ill., commercial zone, and Memphis, Tenn. NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 30844 (Sub-No. 216), filed February 9, 1966. Applicant: KROBLIN REFRIGERATED XPRESS, INC., Post Office Box 5000, Waterloo, Iowa. Applicant's representative: Truman A. Stockton, Jr., The 1650 Grant Street Building, Denver 3, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles, from the plant-site of Geo. A. Hormel & Co., located at

or near Bureau, Ill., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 35628 (Sub-No. 268), filed January 21, 1966. Applicant: INTERSTATE MOTOR FREIGHT SYSTEM, a corporation, 134 Grandville SW., Grand Rapids, Mich. Applicant's representative: Leonard D. Verdier, Jr., 300 Michigan Trust Building, Grand Rapids, Mich., 49502. Authority sought to operate as a *common carrier*, by motor vehicle, over regular and irregular routes, transporting: *Commodities of unusual value* (except those for the transportation of which shipper requires carrier to furnish armed guards or armored equipment). Regular routes: (1) Serving Horseheads, N.Y., and points within 1 mile of Horseheads, as intermediate and off-route points in connection with carrier's presently authorized regular-route operations between Cortland, N.Y., and Elmira, N.Y., over New York Highway 13; (2) serving Corning, N.Y., as an intermediate point in connection with carrier's presently authorized regular-route operations between Westfield, N.Y., and New York, N.Y.; (3) serving New Lebanon, N.Y., as an off-route point in connection with carrier's presently authorized regular-route operations to and from Albany, N.Y.; Restriction: The immediately above described service at New Lebanon (3) is limited to traffic moving from New Lebanon, N.Y., destined to St. Louis, Mo.; (4) serving Vandalia, Ohio, as an intermediate point in connection with carrier's presently authorized regular-route operations between Dayton and Troy, Ohio, over U.S. Highway 25; (5) serving Bristol, Pa., as an off-route point in connection with carrier's regular route operations, between Washington, D.C., and New York, N.Y., over U.S. Highway 1, restricted to traffic destined to Detroit, Grand Haven, Grand Rapids, and Muskegon, Mich., and Evansville, and Terre Haute, Ind.; (6) between Toledo, Ohio, and Flint, Mich.:

From Toledo over U.S. Highway 24 to Pontiac, Mich., thence over U.S. Highway 10 to Flint, and return over the same route, serving all intermediate points; (7) between Toledo, Ohio, and Detroit, Mich.: (a) From Toledo over U.S. Highway 25 to Detroit, and return over the same route, (b) from Toledo over U.S. Highway 25 to Monroe, Mich., thence over unnumbered highway (formerly Michigan Highway 56) to Rockwood, Mich., thence continue over unnumbered highway through Trenton, and Ecorse, Mich., to Detroit, and return over the same route, serving all intermediate points in (a) and (b) above; (8) between Detroit, Mich., and Flint, Mich.: From Detroit over U.S. Highway 10 to junction Michigan Highway 15, thence over Michigan Highway 15 to Davison, Mich., thence over Michigan Highway 21 to Flint, and return over the same route, serving all intermediate points on U.S. Highway 10; (9) between

Detroit, Mich., and Farmington, Mich.: (a) From Detroit over Michigan Highway 14 (formerly U.S. Highway 12) to Plymouth, Mich., thence over Wayne County Highway 413 to Northville, Mich., thence over Wayne County Highway 396 to junction Wayne County Highway 401, and thence over Wayne County Highway 401 to Farmington; and (b) from Farmington over U.S. Highway 16 to Detroit, serving all intermediate points in (a) and (b) above; (10) between Detroit, Mich., and Ann Arbor, Mich.: From Detroit over Michigan Highway 14 (formerly U.S. Highway 12) to Ann Arbor, and return over the same route, serving the intermediate points of Plymouth, Mich., and those between Detroit and Plymouth; (11) between Detroit, Mich., and other points in Michigan:

(a) From Detroit over U.S. Highway 112 to junction U.S. BR 112 (formerly U.S. Highway 112), thence over U.S. BR 112 to Ypsilanti, and return over the same route, (b) from Detroit over Michigan Highway 17 to junction U.S. Highway 112 (formerly Michigan Highway 17), thence over U.S. Highway 112 to junction Michigan Highway 17, thence over Michigan Highway 17 to Ann Arbor, and return over the same route, (c) from Detroit over Michigan Highway 53 to Imlay City, and return over the same route, (d) from Detroit over U.S. Highway 25 to junction unnumbered highway (formerly U.S. Highway 25), thence over unnumbered highway via Mount Clemens, Mich., to junction U.S. Highway 25, thence over U.S. Highway 25 to Port Huron, and return over the same route, (e) from Detroit over U.S. Highway 25 to junction Michigan Highway 29, thence over Michigan Highway 29 to junction unnumbered highway (formerly Michigan Highway 29), near Mount Clemens, Mich., thence over unnumbered highway to junction Michigan Highway 29, thence over Michigan Highway 29 to junction Michigan Highway 59 (formerly Michigan Highway 29), thence over Michigan Highway 29 to Port Huron, and return over the same route, (f) from Detroit over U.S. Highway 16 to Farmington, Mich., thence over unnumbered highway through Walled Lake, Wixom, Milford, Highland, Clyde, Rose Center, Fenton, Linden, Argentine, and Byron, Mich., to junction Michigan Highway 78, near Bancroft, Mich., thence over Michigan Highway 78 to junction unnumbered highway west of Durand, Mich.

Thence over unnumbered highway to Durand, thence over Michigan Highway 71 to junction unnumbered highway east of Vernon, Mich., thence over unnumbered highway to Lennon, Mich., thence over Michigan Highway 13 to junction Michigan Highway 21, thence over Michigan Highway 21 to Owosso, Mich., and return over the same route, serving all intermediate points; and off-route points within 8 miles of Detroit; (12) between Detroit, Mich., and Lansing, Mich.: From Detroit over U.S. Highway 16 to Lansing, and return over the same route serving all intermediate and off-route points within 8 miles of Detroit; (13) between Detroit, Mich., and



Rochester, Mich.: (a) From Detroit over U.S. Highway 10 to Royal Oak, Mich., thence over Michigan Highway 150 to Rochester, and return over the same route, (b) from Detroit over U.S. Highway 10 to Royal Oak, Mich., thence over unnumbered highway to Rochester, and return over the same route, serving all intermediate points; and the off-route points of Clawson, Big Beaver, Troy, and Birmingham, Mich., and those within 8 miles of Detroit; (14) between Lansing, Mich., and Owosso, Mich.: From Lansing over U.S. Highway 16 to Williamsston, Mich., thence over unnumbered highway (formerly Michigan Highway 47) to junction Michigan Highway 47, thence over Michigan Highway 47 to Owosso, and return over the same route, serving intermediate points between Williamsston, and Owosso; (15) between Toledo, Ohio, and Lansing, Mich.:

(a) From Toledo over U.S. Highway 223 to junction U.S. Highway 127, near Somerset, Mich., thence over U.S. Highway 127 to junction U.S. Highway 112 (formerly U.S. Highway 127), thence over U.S. Highway 112 to junction unnumbered highway (formerly U.S. Highway 127) near Somerset Center, Mich., thence over unnumbered highway via Liberty, Mich., to Jackson, Mich., thence over U.S. Highway 127 to Lansing, and return over the same route, (b) from Toledo over U.S. Highway 223 to Adrian, Mich., thence over Michigan Highway 52 to junction Michigan Highway 50, east of Tipton, Mich., thence over Michigan Highway 50 to Jackson, Mich., thence over U.S. Highway 127 to Lansing, and return over the same route, serving all intermediate points; (16) between points in Michigan: (a) From Ann Arbor over U.S. Highway 23 to junction U.S. BR 23 (formerly U.S. Highway 23), thence over U.S. BR 23 to Fenton, Mich., thence over unnumbered highway (formerly U.S. Highway 23) to Flint, Mich., thence over U.S. BR 10 (formerly U.S. Highway 23) via Mount Morris, Mich., to junction U.S. Highway 10 (formerly U.S. Highway 23), thence over U.S. Highway 10 to junction U.S. Highway 23, thence over U.S. Highway 23 to junction U.S. BR 23 (formerly U.S. Highway 23), thence over U.S. BR 23 to Saginaw, Mich., thence over U.S. Highway 23 to Bay City, and return over the same route, (b) from Ann Arbor over U.S. Highway 12 to junction unnumbered highway (formerly U.S. Highway 12).

Thence over unnumbered highway via Chelsea, Mich., to junction U.S. Highway 12, thence over U.S. Highway 12 to junction U.S. BR 12 (formerly U.S. Highway 12) near Jackson, Mich., thence over U.S. BR 12 to Jackson, thence over unnumbered highway (formerly U.S. Highway 12) via Sandstone, and Parma, Mich., to junction U.S. Highway 12, thence over U.S. Highway 12 to junction unnumbered highway (formerly U.S. Highway 12), thence over unnumbered highway to Galesburg, Mich., thence over Michigan Highway 96 (formerly U.S. Highway 12) to junction unnumbered highway, thence over unnumbered highway via Comstock, Mich., to junction U.S. Highway 12, thence over U.S. Highway 12 to Kalamazoo, and return over the same route, (c) from Muttonville over Michigan Highway 19 to Richmond, and return over the same route, (f) from Frankenmuth over Michigan Highway 38 to junction U.S. Highway 23 south of Bridgeport, Mich., and return over the same route, (g) from Flint over Michigan Highway 78 to Lansing, Mich., thence over U.S. Highway 16 to junction U.S. BR 16 (formerly U.S. Highway 16), thence over U.S. BR 16 to Grand Rapids, and return over the same route, (h) from Flint over Michigan Highway 21 to Owosso, Mich., thence over Michigan Highway 47 to junction unnumbered highway (formerly Michigan Highway 104), thence over unnumbered highway via Laingsburg, Mich., to De Witt, Mich.

Thence over unnumbered highway to junction U.S. Highway 27 near De Witt, thence over U.S. Highway 27 to Lansing, and return over the same route, (i) from Lansing over U.S. Highway 27 to junction unnumbered highway (formerly Michigan Highway 104) near De Witt, Mich., and return over the same route, (j) from Perry over unnumbered highway to Morrice, Mich., thence north over unnumbered highway to junction Michigan Highway 47, thence over Michigan Highway 47 to Owosso, and return over the same route, (k) from Lansing over U.S. Highway 27 to Charlotte, Mich., thence over Michigan Highway 50 to Jackson and return over the same route, (l) from Lansing over Michigan Highway 43 (formerly Michigan Highway 39) to junction Michigan Highway 100 at or near Grand Ledge, Mich., thence over Michigan Highway 100 via Grand Ledge to junction U.S. Highway 16 near Eagle, Mich., and return over the same route, (m) from Lansing over Michigan Highway 99 to junction U.S. Highway 12 near Albion, Mich., and return over the same route, (n) from Eaton Rapids over unnumbered highway through Onondaga, and Rives Junction, Mich., to junction U.S. Highway 127, and return over the same route, (o) from Devereaux over Jackson County Highway 382 to junction Michigan Highway 50, and return over the same route, (p) from Owosso over unnumbered highway through Corunna, Mich., to Lennon, and return over the same route, (q) from Grand Rapids over U.S. Highway 131 to Kalamazoo, Mich., thence over unnumbered highway through Vicksburg, and Mendon, Mich., to Centerville, Mich., thence over Michigan Highway 86 (formerly Michigan Highway 7) to junction Michigan Highway 78.

Thence over Michigan Highway 78 to Sturgis, and return over the same route, (r) from Somerset Center over U.S. Highway 112 to Sturgis, and return over the same route, (s) from Jonesville over Michigan Highway 99 to Hillsdale, and return over the same route, (t) from Burr Oak over unnumbered highway to

junction U.S. Highway 112, and return over the same route, serving all intermediate points in (a) through (t) above; (17) between Sheridan, Mich., and the junction of U.S. Highway 16 and Michigan Highway 14: From Sheridan over Michigan Highway 14 to junction U.S. Highway 16, and return over the same route; (18) between Sheridan, Mich., and the junction of Michigan Highway 57 and U.S. Highway 131: From Sheridan over Michigan Highway 14 to junction Michigan Highway 57 and thence over Michigan Highway 57 to junction U.S. Highway 131, and return over the same route, serving no intermediate points; (19) between junction Pennsylvania Turnpike and U.S. Highway 30 and Middlesex, Pa.: From junction Pennsylvania Turnpike and U.S. Highway 30 over Pennsylvania Turnpike to Middlesex, and return over the same route, serving no intermediate points; (20) between Middlesex, Pa., and junction U.S. Highway 30 and the Pennsylvania Turnpike: From Middlesex, Pa., over the Pennsylvania Turnpike to junction U.S. Highway 30, and return over the same route, serving no intermediate points; (21) between Saginaw, Mich., and junction Michigan Highways 13 and 78: From Saginaw over Michigan Highway 13 to junction Michigan Highway 78, and return over the same route, serving no intermediate points; (22) between Jackson, Mich., and Niles, Mich.:

Over Michigan Highway 60 and return over the same route, serving no intermediate points; (23) between junction U.S. Highway 112 and Michigan Highway 112 (west of Detroit), and junction Michigan Highway 112 and Bypass U.S. Highway 112: From junction U.S. Highway 112 and Michigan Highway 112 over Michigan Highway 112 to junction Bypass U.S. Highway 112; and return over the same route, serving no intermediate points; (24) between junction U.S. Highway 112 and Bypass U.S. Highway 112 (east of Ypsilanti), and junction U.S. Highway 112 and Bypass U.S. Highway 112 (west of Ypsilanti): From junction U.S. Highway 112 and Bypass U.S. Highway 112 (east of Ypsilanti) over Bypass U.S. Highway 112 to junction U.S. Highway 112 (west of Ypsilanti), and return over the same route, serving no intermediate points; (25) serving to and from all points within 5 miles of Ann Arbor, Mich. (except Ann Arbor), as intermediate or off-route points, in connection with carrier's presently authorized regular route operations; (26) serving to and from points within 5 miles of Louisville, Ky., as intermediate and off-route points in connection with carrier's presently authorized regular routes to and from Louisville, Ky.; (27) serving to and from points within 4 miles of Jackson, Mich., as intermediate or off-route points in connection with carrier's presently authorized regular-route operations between Lansing, Mich., and Somerset, Mich., between Jackson, Mich., and Brooklyn, Mich., between Albion, Mich., and Ann Arbor, Mich., and between Jackson, Mich., and Niles, Mich.



Irregular routes: (28) Between Philadelphia, Pa., on the one hand, and, on the other, points in New Jersey north of New Jersey Highway 33, not including Trenton and points on the indicated highway. Regular routes: (29) Serving to and from the site of the plant of Ford Motor Co. (formerly plant of the Packard Motor Car Co.) near Utica, Mich., as an off-route point in connection with carrier's authorized regular-route operations between Detroit, Mich., and Imlay City, Mich., over Michigan Highway 53; (30) between Saginaw, Mich., on the one hand, and, on the other, Bay City, Mich.: From Saginaw over Michigan Highway 47 to Bay City, and return over the same route; (31) between Gary, Ind., and Valparaiso, Ind.: From Gary over Indiana Highway 130 to Valparaiso, and return over the same route, serving no intermediate points; (32) between Ann Arbor, Mich., and Toledo, Ohio: From Ann Arbor over U.S. Highway 23 to Toledo, and return over the same route, serving no intermediate points; (33) between Marion, Ind., and the junction of Indiana Highway 9 and U.S. Highway 31: From Marion over Indiana Highway 9 to junction U.S. Highway 31, and return over the same route, serving no intermediate points and serving the junction of Indiana Highway 9 and U.S. Highway 31 for the purpose of joinder only; (34) between Portland, Ind., and the junction of Indiana Highways 9 and 26: From Portland over Indiana Highway 26 to junction Indiana Highway 9, and return over the same route, serving no intermediate points and serving the junction of Indiana Highways 9 and 26 for the purpose of joinder only; (35) between Indianapolis, Ind., and the junction of U.S. Highway 421 and Indiana Highway 3:

From Indianapolis over U.S. Highway 421 to junction Indiana Highway 3, and return over the same route, serving no intermediate points and serving the junction of U.S. Highway 421 and Indiana Highway 3 for the purpose of joinder only; (36) between New Castle, Ind., and the junction of Indiana Highways 1 and 38: From New Castle over Indiana Highway 38 to junction Indiana Highway 1, and return over the same route, serving no intermediate points and serving the junction of Indiana Highways 1 and 38 for the purpose of joinder only; (37) serving the site of the plant of United States Gypsum Co. near Shoals, Martin County, Ind., as an off-route point in connection with carrier's authorized regular-route operations; (38) serving the site of the Ford Motor Co. plant located near the unincorporated village of Rawsonville, Mich., at the southwest intersection of Textile and McKean Road, in Washtenaw County, Mich., as an off-route point in connection with carrier's regular route operations to and from Ypsilanti, Mich.; (39) serving Webster, N.Y., as an off-route point in connection with carrier's regular route operations; (40) serving the site of the plant of General Motor Corp., Euclid Division, located on Ohio Highway 91 near Darrowville (Summit County), Ohio, as an off-route point in connection with

carrier's authorized regular route operations between Akron, Ohio, and Cleveland, Ohio, and between Salem, Ohio, and Cleveland, Ohio; (41) serving the sites of the Indiana-Michigan Electric Co. and the Ayrshire Collieries Corp. located in Sullivan County (near Fairbanks), Ind., as an off-route point in connection with carrier's authorized regular route operations; (42) serving Owego, N.Y., as an off-route point in connection with carrier's authorized regular-route operations between Westfield, N.Y., and New York, N.Y., over New York Highway 17, and between Syracuse, N.Y., and Binghamton, N.Y., over U.S. Highway 11; (43) serving the site of General Electric Co.'s Parts Warehouse, located off U.S. Highway 40 on Muskingum County Road 55, at or near New Concord, Ohio, as an off-route point in connection with carrier's regular route operations; (44) between Binghamton, N.Y., and Vestal and Port Dickinson, N.Y.:

(a) From Binghamton over New York Highway 17C to junction New York Highway 26, thence over New York Highway 26 to Vestal, and return over the same route, (b) also return over New York Highway 17 from Vestal to Binghamton, (c) from Binghamton over New York Highway 7 to Port Dickinson, and return over the same route, serving in (a), (b), and (c) above, the intermediate points of Johnson City and Endicott, N.Y., and off-route points within 3 miles of Port Dickinson; (45) serving the site of Glen L. Martin plant near Waterton, Colo., as an off-route point in connection with carrier's regular route operations to and from Denver, Colo.; (46) between Denver, Colo., and Omaha, Nebr.: From Denver over U.S. Highway 85 to Greeley, Colo., thence over U.S. Highway 34 to junction U.S. Highway 6, thence over U.S. Highway 6 to Sterling, Colo., thence over U.S. Highway 138 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction U.S. Highway 275, and thence over U.S. Highway 275 to Omaha, and return over the same route, serving the intermediate points of Crook and Julesburg, Colo., for delivery only; Greeley, Fort Morgan, Brush, and Sterling, Colo., without restriction; and Fremont, Nebr., restricted to delivery of wool and hides moving from Sterling, Colo.; and the off-route point of Council Bluffs, Iowa, for pickup only; (47) between Denver, Colo., and North Platte, Nebr.: From Denver over U.S. Highway 6 to Sterling, Colo., thence over U.S. Highway 138 to junction Colorado Highway 113, thence over Colorado Highway 113 to the Colorado-Nebraska State line, thence over Nebraska Highway 19 to junction U.S. Highway 30.

Thence over U.S. Highway 30 to Sidney, Nebr., and thence over U.S. Highway 30 to North Platte, and return over the same route, serving the intermediate points of Sterling and Peetz, Colo., and those in Nebraska, without restriction; and those between Sterling, Colo., and the Colorado-Nebraska State line (except Peetz, Colo.), restricted against pickup or delivery of livestock; (48) between Sterling, Colo., and Lamar, Nebr.: From Sterling over U.S. Highway 6 to

junction unnumbered Nebraska highway (formerly U.S. Highway 6), and thence over unnumbered highway to Lamar, and return over the same route, serving the intermediate points of Haxtun, Holyoke, and Fleming, Colo., restricted to traffic moving to or from Lamar, Nebr., and the off-route point of Amherst, Colo., without restriction; (49) Between Ogallala, Nebr., and Sterling, Colo.: From Ogallala over Nebraska Highway 61 to Grant, Nebr., thence over Nebraska Highway 23 to the Nebraska-Colorado State line, thence over unnumbered highway (formerly Colorado Highway 176) to Holyoke, Colo., and thence over U.S. Highway 6 to Sterling, and return over the same route, serving the intermediate points of Venango, Brandon, and Grant, Nebr., restricted to delivery of traffic moving from Ogallala, Nebr.; and Holyoke and Haxtun, Colo., without restriction; (50) between Denver, Colo., and Morrill, Nebr.:

From Denver over U.S. Highway 85 to Cheyenne, Wyo., thence over U.S. Highway 30 via Kimball and Sidney, Nebr., to junction U.S. Highway 385 (formerly Nebraska Highway 19), thence over U.S. Highway 385 to junction U.S. Highway 26, and thence over U.S. Highway 26 via Bridgeport and Scottsbluff, Nebr., to Morrill, and return over the same route, serving the intermediate points of Greeley, Colo., and those in Wyoming and Nebraska; (51) between Cheyenne, Wyo., and Morrill, Nebr.: From Cheyenne over U.S. Highway 85 to Torrington, Wyo., and thence over U.S. Highway 26 to Morrill, and return over the same route, serving no intermediate points; (52) between Denver, Colo., and Scottsbluff, Nebr.: (a) From Denver to Kimball, Nebr., as specified above, and thence over Nebraska Highway 29 to Scottsbluff, and return over the same route, (b) from Denver to Sidney, Nebr., as specified above, thence over U.S. Highway 30 to junction U.S. Highway 385 (formerly Nebraska Highway 19), thence over U.S. Highway 385 via Bridgeport and Northport, Nebr., to junction unnumbered highway, thence over unnumbered highway to Bayard, Nebr., and thence over U.S. Highway 26 to Scottsbluff, and return over the same route, serving in (a) and (b) above, the intermediate points on Nebraska Highway 19 and those on unnumbered highway between Northport and Bayard, Nebr., restricted against the transportation of livestock; and Greeley, Colo., those in Wyoming and all other intermediate points in Nebraska, without restriction; (53) between Greeley, Colo., and Yuma, Colo.:

From Greeley over U.S. Highway 34 to Yuma, and return over the same route, serving the intermediate points of Otis, Akron, Brush, and Fort Morgan, Colo.; (54) between Denver, Colo., and Yuma, Colo.: From Denver over U.S. Highway 6 to junction U.S. Highway 34, and thence over U.S. Highway 34 to Yuma, and return over the same route, serving the intermediate points of Otis, Akron, Brush, and Fort Morgan, Colo.; (55) between Yuma, Colo., and Beecher Island, Colo.: From Yuma over U.S. Highway 34 to Wray, Colo., thence over U.S. Highway



385 (formerly Colorado Highway 51), to junction unnumbered highway (formerly Colorado Highway 53), thence over unnumbered highway to Beecher Island, and return over the same route, serving all intermediate points; (56) between Omaha, Nebr., and Chicago, Ill.: (a) From Omaha over U.S. Highway 6 to Moline, Ill., thence over Illinois Highway 92 to junction U.S. Highway 34, thence over U.S. Highway 34 to Oswego, Ill., thence over Illinois Highway 31 to Aurora, Ill., thence over Illinois Highway 65 to junction U.S. Highway 34, and thence over U.S. Highway 34 to Chicago, and return over the same route, (b) from Omaha over U.S. Highway 6 to Geneseo, Ill., thence over Illinois Highway 82 to junction Illinois Highway 92, thence over Illinois Highway 92 to junction U.S. Highway 34, thence over U.S. Highway 34 to Oswego, and thence to Chicago as specified above, and return over the same route, serving in (a) and (b) above the intermediate points of Council Bluffs, Des Moines, and Newton, Iowa, intermediate and off-route points in the Chicago, Ill., commercial zone, as defined by the Commission, and intermediate and off-route points within 12 miles of the central post office, Des Moines, Iowa (except Altoona, Ankeny, Carlisle, and Norwalk, Iowa); (57) serving intercontinental ballistic missile launching sites located in Wyoming within 25 miles of Cheyenne, Wyo., as off-route points, in connection with carrier's regular route operations to and from Cheyenne, Wyo.; (58) between Wray, Colo., and junction U.S. Highways 6 and 34, near Culbertson, Nebr.:

From Wray over U.S. Highway 34 to junction U.S. Highway 6, and return over the same route, serving no intermediate points, but serving the off-route point of Hiawatha, Nebr.; (59) between Sterling, Colo., and Cheyenne, Wyo.: From Sterling over U.S. Highway 6 to Atwood, Colo., thence over unnumbered highway (formerly Colorado Highway 63) to Willard, Colo., thence over unnumbered highway to junction Colorado Highway 14, thence over Colorado Highway 14 to junction unnumbered highway (formerly Colorado Highway 155), thence over unnumbered highway to the Colorado-Wyoming State line, thence over unnumbered highway via Carpenter, Wyo., to junction U.S. Highway 30, and thence over U.S. Highway 30 to Cheyenne, and return over the same route, serving all intermediate points; (60) between Holdrege, Nebr., and Venango, Nebr.: From Holdrege over U.S. Highway 6 to junction Nebraska Highway 23, thence over Nebraska Highway 23 to Elwood, Nebr., thence over Nebraska Highway 23N to Curtis, Nebr. (also from Elwood, Nebr., over Nebraska Highway 23S to Curtis, Nebr.), and thence over Nebraska Highway 23 via Granton, Nebr., to Venango, and return over the same route, serving all intermediate points; (61) between Orafino, Nebr., and Farnam, Nebr.: From Orafino over unnumbered highway to Farnam, and return over the same route, serving all intermediate points; (62) between McCook, Nebr., and Maywood, Nebr.:

From McCook over U.S. Highway 83 to Maywood, and return over the same route, serving all intermediate points; (63) between junction U.S. Highway 6 and Nebraska Highway 17 and Granton, Nebr.:

From junction U.S. Highway 6 and Nebraska Highway 17 over Nebraska Highway 17 to Granton, and return over the same route, serving all intermediate points; (64) between junction U.S. Highways 6 and 34, 2 miles west of Culbertson, Nebr., and Venango, Nebr.: From junction U.S. Highways 6 and 34 over U.S. Highway 6 to junction unnumbered highway (formerly U.S. Highway 6), thence over unnumbered highway to Lamar, Nebr., and thence over unnumbered highway to Venango, and return over the same route, serving all intermediate points, and the off-route points of Enders and Champion, Nebr., and those within 3 miles of Enders, Nebr.; (65) between Imperial, Nebr., and Grant, Nebr.: From Imperial over Nebraska Highway 61 to Grant, and return over the same route, serving all intermediate points; (66) between junction U.S. Highways 6 and 34, 2 miles west of Culbertson, Nebr., and McCook, Nebr.: From junction U.S. Highways 6 and 34 over U.S. Highway 6 to McCook, and return over the same route, serving the intermediate point of Culbertson, Nebr.; (67) between Lincoln, Nebr., and Omaha, Nebr.: From Lincoln over U.S. Highway 6 to Omaha, and return over the same route, serving all intermediate points; (68) between Beatrice, Nebr., and Omaha, Nebr.: From Beatrice over U.S. Highway 77 to Lincoln, Nebr., and thence over U.S. Highway 6 to Omaha, and return over the same route, serving the intermediate and off-route points of Lincoln, Princeton, Cortland, Pickrell, De Witt, Wilber, Crete, Blue Springs, and Wymore, Nebr.; (69) between Beatrice, Nebr., and Kansas City, Mo.:

(a) From Beatrice over Nebraska Highway 4 to junction U.S. Highway 73, thence over U.S. Highway 73 to Hiawatha, Kans., thence over U.S. Highway 36 to St. Joseph, Mo., and thence over U.S. Highway 71 to Kansas City, and return over the same route, (b) from Beatrice over Nebraska Highway 4 to junction U.S. Highway 75, thence over U.S. Highway 75 to Topeka, Kans., and thence over U.S. Highway 24 to Kansas City, and return over the same route, serving in (a) and (b) above, the intermediate points of Kansas City, Kans., and St. Joseph, Mo.; (70) between Tekamah, Nebr., and Winnebago, Nebr.: From Tekamah over U.S. Highway 73 (formerly U.S. Highway 73E) to Winnebago, and return over the same route, serving all intermediate points, and the off-route points of Pender and Bancroft, Nebr.; (71) between Council Bluffs, Iowa, and Sioux City, Iowa: From Council Bluffs over Alternate U.S. Highway 30 to Omaha, Nebr., thence over U.S. Highway 73 to Tekamah, Nebr., thence over Nebraska Highway 32 (formerly U.S. Highway 73W) to junction U.S. Highway 77, thence over U.S. Highway 77 to Winnebago, Nebr., and thence over U.S. Highway 73 to Sioux City, and

return over the same route, serving the intermediate points of Oakland, Nebr., and those within 15 miles of Oakland, without restriction, all other intermediate points restricted against pickup or delivery of livestock, commodities in bulk, and those requiring special equipment, the off-route point of Bancroft, Nebr., without restriction; off-route points within 15 miles of Oakland restricted against pickup or delivery of commodities other than livestock, grain, feed, and binder twine, and agricultural implements, and the off-route point of Pender, Nebr., restricted against pickup or delivery of commodities in bulk, livestock, and commodities requiring special equipment; the terminus of Sioux City restricted against pickup or delivery of commodities requiring special equipment, and commodities in bulk, other than grain and feed; and the terminus of Council Bluffs restricted against pickup or delivery of commodities other than agricultural implements, feed and seed; (72) between Omaha, Nebr., and the junction of U.S. Highway 73 and Nebraska Highway 4:

From Omaha over U.S. Highway 73 to junction Nebraska Highway 4, and return over the same route, serving no intermediate points, restricted against the transportation of traffic originating or interlined at Council Bluffs, Iowa, or Omaha and destined to St. Joseph, Mo., or that originating or interlined at St. Joseph and destined to Omaha or Council Bluffs; (73) between Beatrice, Nebr., and the junction U.S. Highways 36 and 75, west of Fairview, Kans.: From Beatrice over U.S. Highway 77 to junction U.S. Highway 36, thence over U.S. Highway 36 to junction U.S. Highway 75 (west of Fairview), and return over the same route, serving no intermediate points, with service at junction U.S. Highways 36 and 75 (west of Fairview) for the purpose of joinder only; (74) between junction U.S. Highways 36 and 75, at Fairview, Kans., and junction U.S. Highways 36 and 73 at Hiawatha, Kans.: From junction U.S. Highways 36 and 75, at Fairview, over U.S. Highway 36 to junction U.S. Highway 73, and return over the same route, serving no intermediate points, with service at junction U.S. Highways 36 and 75, at Fairview, and junction U.S. Highways 36 and 73, at Hiawatha, for the purpose of joinder only; (75) between Brush, Colo., and Sidney, Nebr.

From Brush over U.S. Highway 6 to Sterling, Colo., thence over U.S. Highway 138 to junction Colorado Highway 113, thence over Colorado Highway 113 to the Colorado-Nebraska State line, thence over Nebraska Highway 19 to junction U.S. Highway 30, and thence over U.S. Highway 30 to Sidney, and return over the same route, serving no intermediate points; (76) between Denver, Colo., and Cheyenne, Wyo.: From Denver over U.S. Highway 87 (formerly a portion of Colorado Highway 185) via Wellington, Colo., to Cheyenne, and return over the same route, serving no intermediate points; (77) from the Colorado-Nebraska State line, to Holyoke, Colo.: From the Colorado-Nebraska



State line over an unnumbered highway (formerly Colorado Highway 148) to junction U.S. Highway 385 to Holyoke, and return over the same route, serving no intermediate points, and service at the termini is authorized only for the purpose of joining this authorized route with others of the carrier; Irregular routes: (78) between points in Council Bluffs, Iowa, and Omaha, Nebr. Regular routes: (79) serving the site of the plant of the Kelsey-Hayes Co., located at the intersection of North Line Road and Huron River Drive, Romulus Township, Wayne County, Mich., as an off-route point in connection with carrier's regular route operations to and from Detroit, Mich.; (80) serving the plantsite of Carlon Products, approximately 4 miles east of Aurora, Ohio, as an off-route point in connection with carrier's regular route operations.

Irregular routes: (81) From Chicago, Ill., to La Porte and South Bend, Ind.; (82) between points in Berrien, Van Buren, and Cass Counties, Mich., on the one hand, and, on the other, La Porte, Michigan City, and South Bend, Ind., and points in the Chicago, Ill., commercial zone, as defined by the Commission; (83) between Michigan City, Ind., on the one hand, and, on the other, points in the Chicago, Ill., commercial zone, as defined by the Commission. Regular routes: (84) Between Baltimore, Md., and Harrisburg, Pa.: From Baltimore over U.S. Highway 111 to Harrisburg, and return over the same route; (85) between Philadelphia, Pa., and Harrisburg, Pa.: (a) From Philadelphia over U.S. Highway 30 to Lancaster, Pa., thence over U.S. Highway 230 to Harrisburg, and return over the same route, (b) from Philadelphia over U.S. Highway 422 to junction U.S. Highway 322, and thence over U.S. Highway 322 to Harrisburg, and return over the same route; (86) between Lancaster, Pa., and York, Pa.: From Lancaster over U.S. Highway 30 to York, and return over the same route, serving all intermediate points in (84), (85) (a) and (b), and (86) above, and off-route points of Lititz, Pa., points in Pennsylvania within 25 miles of York, Pa., and those in Lancaster County, Pa.; (87) between Pittsburgh, Pa., and Philadelphia, Pa.: (a) From Pittsburgh over U.S. Highway 22 to Harrisburg, Pa., and thence as specified in (85) above, via Lancaster, to Philadelphia, and return over the same route, (b) from Pittsburgh over U.S. Highway 30 to junction Pennsylvania Turnpike (near Irwin, Pa.).

Thence over Pennsylvania Turnpike to junction U.S. Highway 11 (near Carlisle, Pa.), thence over U.S. Highway 11 to Harrisburg, and thence as specified in (85) above, via Lancaster, Pa., to Philadelphia, and return over the same route, (c) from Pittsburgh over U.S. Highway 30 to York, Pa., and thence as specified in (85) above, via Lancaster, Pa., to Philadelphia, and return over the same route, serving intermediate and off-route points in Lancaster County, Pa., points in Pennsylvania within 35 miles of the City-County Building in Pittsburgh, and those in Pennsylvania within 35 miles of the City Hall in Philadelphia; except that

points in the Philadelphia area described above, excluding Philadelphia, shall be served only in connection with traffic moving from or to Pittsburgh or points in the Pittsburgh area described above, and except that said carrier shall not, by means of the routes authorized herein, transport any traffic between Pittsburgh and the Pittsburgh area described immediately above, on the one hand, and, on the other, points in Maryland; (88) between Philadelphia, Pa., and New Brunswick, N.J.: (a) From Philadelphia over U.S. Highway 1 to Trenton, N.J., and thence over New Jersey Highway 26 to New Brunswick, and return over the same route, (b) from Philadelphia to Trenton as specified above, thence over New Jersey Highway 27 to New Brunswick, and return over the same route, serving the intermediate point of Trenton, N.J., and the off-route points of Camden and Gloucester, N.J.; (89) between Shamokin, Pa., and Philadelphia, Pa.:

From Shamokin over U.S. Highway 122 to Reading, Pa., thence over U.S. Highway 422 to Philadelphia, and return over the same route, serving the intermediate points of Hamburg, Pa., and those between Shamokin and Hamburg, Pa., without restriction; Reading, Pa., restricted to interchange of traffic only, and the off-route points of Auburn, Minersville and Port Carbon, Pa.; (90) between Ashland, Pa., and Mahanoy City, Pa.: From Ashland over Pennsylvania Highway 45 to Mahanoy City, and return over the same route, serving all intermediate points; (91) between Schuylkill Haven, Pa., and Pine Grove, Pa.: From Schuylkill Haven over Pennsylvania Highway 443 to Pine Grove, and return over the same route, (92) between Wilmington, Del., and Nottingham, Pa.: From Wilmington over Delaware Highway 52 to the Delaware-Pennsylvania State line, thence over Pennsylvania Highway 52 to Hamorton, Pa., thence over U.S. Highway 1 to Nottingham, and return over the same route, serving all intermediate points. Restriction: In combining operations over route (92) above with those above-specified, carrier may not render any service under the unified operating rights except between Wilmington and Nottingham, serving all intermediate points, and between points on the route between Wilmington and Nottingham, including Wilmington and Nottingham, on the one hand, and, on the other, Pittsburgh, Pa., and points in Pennsylvania within 35 miles of the city-county building in Pittsburgh, through use of a point common to the separate operating rights as a gateway; (93) between points in Connecticut, as follows:

(a) From New Haven over U.S. Highway 1 to East Port Chester, and return over the same route, (b) from New Haven over U.S. Highway 1 to Westport, thence over Connecticut Highway 33 to Wilton, and thence over U.S. Highway 7 to New Milford, and return over the same route, (c) from New Haven over Connecticut Highway 34 to Sandy Hook, thence over U.S. Highway 6 to junction Connecticut Highway 25, and thence over

Connecticut Highway 25 to New Milford, and return over the same route, (d) from New Haven over Connecticut Highway 34 to junction Connecticut Highway 8, thence over Connecticut Highway 8 to Winsted, and return over the same route, (e) from New Haven over Connecticut Highway 34 to junction Connecticut Highway 8, thence over Connecticut Highway 8 to Seymour, thence over Connecticut Highway 67 to Southbury, thence over U.S. Highway 202 to Watertown, and thence over Connecticut Highway 73 to Waterbury, and return over the same route, (f) from New Haven over Connecticut Highway 10 to junction Connecticut Highway 10A (formerly portion Connecticut Highway 10), thence over Connecticut Highway 10A to Plainville, thence over Connecticut Highway 72 to Bristol, and return over the same route, (g) from New Haven over U.S. Highway 5 to Hartford, and return over the same route, (h) from New Haven over Connecticut Highway 15 to East Hartford.

Thence over U.S. Highway 6 to Hartford, and return over the same route, (i) from New Haven over U.S. Highway 1 to Groton, thence over Connecticut Highway 12 to Norwich, and return over the same route, serving all intermediate points; and the off-route points of Orange, Devon, South Norwalk, Glenbrook, Mianus, Nichols, Trumbull, Long Hill, Green Farms, Saugatuck, Rowayton, Winnipauk, New Canaan, Springdale, North Stamford, Round Hill, Old Greenwich, Shippan Point, West Haven, Savin Rock, Woodmont, Walnut Beach, Myrtle Beach, Pond Point, Prospect, Ridgefield, Redding, West Redding, Bethel, Easton, Redding Ridge, Brookfield, Shelton, Boardmans Bridge, Gaylordsville, Kent, Monroe, Stepheny Depot, Ansonia, Woodbridge, Bethany Litchfield, Bantam, New Preston, Marble Dale, Washington, Washington Depot, Norfolk, East Canaan, Canaan, Salisbury, Lakeville, Falls Village, Lime Rock, Cornwall, Cornwall Bridge, New Hartford, Hotchkissville, Middlebury, West Cheshire, Terryville, Pequabuck, New Britain, Clintonville, Yalesville, Tracy, South Meriden, East Meriden, East Wallingford, Cromwell, North Cromwell, Rocky Hill, South Wethersfield, Wethersfield, Middlefield, Rockfall, Manchester, South Manchester, Rockville, Stafford Springs, Elmwood, Newton Junction, Newton, Avon, Canton, Farmington, Unionville, Collinsville, Bloomfield, Windsor, Windsor Locks, Thompsonville, Burnside, West Mystic, Mystic, Stonington, Noank, Pawcatuck, White Rock, Old Mystic, Center Groton, Short Beach, Pine Orchard, Stony Creek, Leetes Island, East River, Saybrook Point, Black Hall, South Lyme, Niantic, North Guilford, North Madison, Killingworth, Essex, Centerbrook, Deep River, Chester, Ivoryton, East Haddam, Moodus, Quaker Hill, Uncasville, Montville, Norwichtown, Yantic, Fitchville, Colchester, Greenville, and Jewett City, Conn., in connection with carrier's regular route operations described in (93) (a) through (i) above.

Alternate route for operating convenience only: (94) Between junction U.S. Highways 1 and 130 (approximately



3 miles south of New Brunswick, N.J.), and Philadelphia, Pa.: From junction U.S. Highways 1 and 130 over U.S. Highway 130 to Camden, N.J., and thence over city streets and connecting highways to Philadelphia, and return over the same route, as an alternate route for operating convenience only, serving no intermediate points; (95) between New York, N.Y., and East Port Chester, Conn.: From New York over U.S. Highway 1 to East Port Chester, and return over the same route; (96) between New Haven, Conn., and Boston, Mass.: From New Haven over Connecticut Highway 17 (formerly Connecticut Highway 15) to Middletown, Conn., thence over Alternate U.S. Highway 6 to junction U.S. Highway 6, thence over U.S. Highway 6 to Providence, R.I., thence over U.S. Highway 44 to Taunton, Mass., and thence over Massachusetts Highway 138 to Boston, and return over the same route; (97) between Hartford, Conn., and Boston, Mass.: (a) From Hartford over U.S. Highway 5 to Springfield, Mass., and thence over U.S. Highway 20 to Boston, and return over the same route, (b) from Hartford over Alternate U.S. Highway 5 to Springfield, Mass., thence over U.S. Highway 20 to junction Massachusetts Highway 19, thence over Massachusetts Highway 19 to junction Massachusetts Highway 9 (near West Brookfield), and thence over Massachusetts Highway 9 to Boston, and return over the same route; (98) between New London, Conn., and Boston, Mass.:

From New London over Connecticut Highway 95 (formerly Connecticut Highway 84) to the Connecticut-Rhode Island State line, thence over Rhode Island Highway 95 (formerly Rhode Island Highway 84) to Hopkinton, R.I., thence over Rhode Island Highway 3 to Providence, R.I., and thence over U.S. Highway 1 to Boston, and return over the same route, serving the intermediate points of Port Chester, New Rochelle, Mamaroneck, and Mount Vernon, N.Y., Providence, and Pawtucket, R.I., and Springfield, Worcester, Waltham, North Attleboro, Taunton, and Cambridge, Mass., and the off-route points of Bogota, Hoboken, Edgewater, Orange, and West Orange, N.J., Yonkers, N.Y., Westfield, Holyoke, Brockton, Framingham, and Attleboro, Mass., and Westerly and Warwick, R.I., and all points in the Boston, Mass., commercial zone, as defined by the Commission, in connection with applicant's regular route operations; (99) between Philadelphia, Pa., and New York, N.Y.: From Philadelphia over U.S. Highway 1 to New York, and return over the same route, serving all intermediate points and off-route points in the Philadelphia, Pa., commercial zone, as defined by the Commission; (100) between Philadelphia, Pa., and Morrisville, Pa.: From Philadelphia over U.S. Highway 13 to Morrisville, and return over the same route, serving all intermediate points, and off-route points in the Philadelphia, Pa., commercial zone, as defined by the Commission.

Irregular routes: (101) between Stamford, Bridgeport, Meriden, and Clinton, Conn., and points described in (95), (96),

(97), and (98) above, on the one hand, and, on the other, Freeport and Tarrytown, N.Y., New Brunswick, Paterson, Perth Amboy, Plainfield, and Waverly, N.J., Fall River, Fitchburg, Greenfield, Haverhill, Lawrence, Leominster, Lowell, Lynn, Maynard, New Bedford, Pittsfield, and Willimansett, Mass., and Newport, Valley Falls, and Woonsocket, R.I. Restriction: The authority granted in (95), (96), (97), (98), (99), (100), and (101) above representing those operations granted in the previous certificate under MC 48569, having been acquired by the above-named carrier through proceedings in MC-F 6950, January 4, 1961, is subject to the condition that no transportation in interstate or foreign commerce shall be conducted by said carrier between points in Massachusetts, or between points in Massachusetts, on the one hand, and, on the other, points in Rhode Island; Regular routes: (102) serving the site of Grand Valley State College, located approximately 7 miles west of Grand Rapids, Mich., and points within 2 miles thereof, as off-route points in connection with carrier's authorized operations to and from Grand Rapids, Mich., other than the Allendale, Mich., Post Office, and points within 1 mile thereof; (103) serving the plant of the De Vilbiss Co., Van Buren Township, Wayne County, Mich., as an off-route point in connection with carrier's regular route operations to and from Detroit, Mich.; (104) serving Odenton, Md., as an off-route point in connection with carrier's authorized regular route operations to and from Baltimore, Md.

Irregular routes: (105) Between New York, N.Y., on the one hand, and, on the other, points in Bergen, Essex, Hudson, Middlesex, Morris, Passaic, Somerset, and Union Counties, N.J., and those in Nassau, Westchester, and Suffolk Counties, N.Y. Regular routes: (106) Between Reading, Pa., and Carbondale, Pa.: (a) From Reading over Pennsylvania Highway 61 (formerly U.S. Highway 122) to Pottsville, Pa., thence over U.S. Highway 209 to Tamaqua, Pa., thence over U.S. Highway 309 via Hazleton, Pa., to Wilkes-Barre, Pa., thence over unnumbered highway to Pittston, Pa. (also from Wilkes-Barre across the Susquehanna River to Kingston, Pa., thence over U.S. Highway 11 to Pittston), thence over U.S. Highway 11 via Avoca, Pa., to Scranton, Pa., and thence over U.S. Highway 6 to Carbondale, and return over the same routes, (b) from Reading to Wilkes-Barre as specified above, thence over Pennsylvania Highway 315 to Avoca, Pa., and thence to Carbondale as specified above, and return over the same routes, serving all intermediate points; and the off-route points of Minersville, St. Clair, Lansford, Nanticoke, West Nanticoke, Larksville, Edwardsville, Luzerne, Plymouth, Summit Hill, Duryea, Old Forge, and Taylor, Pa., and points within 10 miles of Hazleton, Pa. Irregular routes: (107) Between New York, N.Y., and points in Essex, Hudson, Hunterdon, Union, Passaic, and Middlesex Counties, N.J., on the one hand, and, on the other, points in Luzerne, Lehigh, Monroe, Schuylkill, Carbon, Lackawan-

na, and Northampton Counties, Pa. Note: Applicant states that he seeks authority, in the above proposed operation, to delete from all of the operating authorities granted up to the present time, the exception which reads "those (commodities) of unusual value" and to substitute in lieu thereof: "authority to transport such commodities except those which shipper requires carrier to furnish armed guards or armored equipment." If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 35628 (Sub-No. 269), filed February 14, 1966. Applicant: INTERSTATE MOTOR FREIGHT SYSTEM, 134 Grandville SW., Grand Rapids, Mich. Applicant's representative: Leonard D. Verdier, Jr., Michigan Trust Building, Grand Rapids, Mich., 49502. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except classes A and B explosives, household goods as defined by the Commission, and commodities in bulk), serving Hussmann Refrigerator Co. plantsite located at St. Charles Rock Road and Taussig Road, Bridgeport, Mo., as an off-route point in connection with operations to and from St. Louis, Mo., as authorized in applicant's certificate No. MC 35628. Note: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 40007 (Sub-No. 79), filed February 14, 1966. Applicant: RELIABLE TRANSPORTATION COMPANY, a corporation, 4817 Sheila Street, Los Angeles 22, Calif. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquids*, in bulk, *commodities in plastic form* in bulk and *commodities in suspension in liquid* in bulk (except petroleum products), from points in California to ports of entry on the international boundary line between United States and Mexico located in California. Note: If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif.

No. MC 41255 (Sub-No. 44), filed February 11, 1966. Applicant: GLOSSON MOTOR LINES, INC., Route 9, Box 11A, Lexington, N.C. Applicant's representative: H. Overton Kemp, 327 North Tryon Street, Room 101, Post Office Box 20202, Charlotte, N.C., 28202. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, in vehicles equipped with mechanical refrigeration, from Lexington, N.C., to points in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia, and the District of Columbia, *rejected, refused, or damaged shipments of frozen foods*, on return. Note: If a hearing is deemed necessary, applicant requests it be held at Charlotte, N.C.

No. MC 41255 (Sub-No. 45), filed February 16, 1966. Applicant: GLOSSON



MOTOR LINES, INC., Route 9, Box 11 A, Lexington, N.C. Applicant's representative: H. Overton Kemp, Room 101, 327 North Tryon Street, Charlotte, N.C., 28202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture*, from Nichols, S.C., to points in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Oklahoma, Pennsylvania, Rhode Island, Tennessee, Texas, Vermont, Virginia, West Virginia, and the District of Columbia, and *refused, rejected and damaged shipments*, on return. NOTE: If a hearing is deemed necessary, applicant requests it be held at Charlotte, N.C.

No. MC 41404 (Sub-No. 67), filed February 10, 1966. Applicant: ARGO-COLLIER TRUCK LINES CORPORATION, Post Office Box 151, Fulton Highway, Martin, Tenn., 38237. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products, and articles distributed by meat packinghouses*, as described in appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site of the George A. Hormel & Co., located at or near Bureau, Ill., to points in Alabama, Georgia, Louisiana, Mississippi, and Tennessee, restricted to traffic originating at the plant site of the George A. Hormel & Co., at or near Bureau, Ill., and further restricted against the transportation of the above specified commodities in bulk, in tank vehicles, and hides, skins, or pelts. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 45736 (Sub-No. 20), filed February 17, 1966. Applicant: GUIGNARD FREIGHT LINES, INC., Highway 21, North, Post Office Box 26067, Charlotte, N.C. Applicant's representative: Vaughan S. Winborne, Capital Club Building, Raleigh, N.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between Charlotte, N.C., on the one hand, and, on the other, points in South Carolina. NOTE: Applicant states no duplicating authority is sought, the sole purpose of this application is to eliminate gateway at Concord, N.C. If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C.

No. MC 45736 (Sub-No. 21), filed February 17, 1966. Applicant: GUIGNARD FREIGHT LINES, INC., Highway 21, North, Post Office Box 26067, Charlotte, N.C. Applicant's representative: Vaughan S. Winborne, Capital Club Building, Raleigh, N.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lubricating oil and greases*, in containers, from St. Marys, W. Va., to points

in South Carolina, North Carolina, on, east, and south of U.S. Highway 70, and Lenoir, N.C. NOTE: Applicant states that no new authority is sought. The sole purpose of the proposed operation is to eliminate gateways at Bristol, Tenn., Bristol, Va., and Concord, N.C. If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C.

No. MC 49304 (Sub-No. 16), filed February 15, 1966. Applicant: BOWMAN TRUCKING COMPANY, INC., Post Office Box 6, Stephens City, Va. Applicant's representative: Eston H. Alt, Post Office Box 81, Winchester, Va., 22601. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal*, from points in Mineral and Grant Counties, W. Va., and Garrett County, Md., to points in Warren County, Va. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 52458 (Sub-No. 205), filed February 16, 1966. Applicant: T. I. McCORMACK TRUCKING COMPANY, INC., Post Office Box 457, U.S. Route 9 at Green Street, Woodbridge, N.J. 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: *Liquids* (except petroleum and petroleum products), in bulk, in tank vehicles, from points in South Carolina, to points in North Carolina, Georgia, Alabama, Virginia, and Tennessee. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 52574 (Sub-No. 25), filed February 14, 1966. Applicant: ELIZABETH FREIGHT FORWARDING CORP., 120 South 20th Street, Irvington, N.J. Applicant's representative: August W. Heckman, 297 Academy Street, Jersey City, N.J., 07306. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Bakery products, and containers therefor*, from Marysville, Pa., to Newark, Jersey City, Maplewood, and Linden, N.J., Baltimore, Md., Philadelphia, Pa., New York, N.Y., and Washington, D.C. Applicant states the proposed service to be performed under a contract with Shull's Lady Finger's of Marysville, Pa. NOTE: If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.

No. MC 52751 (Sub-No. 55) (Amendment), filed December 21, 1965, published in FEDERAL REGISTER issue of January 20, 1966, amended February 7, 1966 and republished as amended this issue. 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, on the one hand, and, on the other, points in Illinois, Iowa, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, and Wisconsin. NOTE: The purpose of this republication is to correctly identify the proposed territory. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 52751 (Sub-No. 58), filed February 17, 1966. Applicant: ACE LINES, INC., 4143 East 43d Street, Des Moines, Iowa, 50317. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pipe, conduit, and tubing* (except oilfield commodities as described by the Commission in *Mercer Extension—Oil Field Commodities*, 74 M.C.C. 459, and commodities which, because of size or weight, require the use of special equipment), between Fairbury, Ill., on the one hand, and, on the other, Chicago, Ill., and points in the Chicago, Ill., commercial zone, as defined by the Commission. NOTE: Applicant states that it intends to tack the above proposed authority with that authority pending in MC 52751 Sub 45, which would authorize the applicant to serve from Fairbury, Ill., to points in Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, and Wisconsin. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 55811 (Sub-No. 86), filed February 14, 1966. Applicant: CRAIG TRUCKING, INC., Albany, Ind., 47320. 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: *Food-stuffs and food preparations*, from Hoopeston, Ill., to Belle Vernon, Beaver Falls, Greensburg, Sharon, Republic, Elizabeth, Washington, Murrysville, Pittsburgh, Butler, New Brighton, and Charleroi, Pa. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 59014 (Sub-No. 35), filed February 9, 1966. Applicant: TALLANT TRANSFER, INC., 1341 2d Avenue SW., Post Office Box 98, Hickory, N.C. Applicant's representative: James E. Wilson, 1735 K Street NW., Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture and furniture parts*, crated and uncrated, from Rutherfordton, N.C., and points within five (5) miles thereof, to points in Iowa, Maryland, Missouri, South Carolina, Virginia, and Wisconsin, and to points in the St. Paul, Minn., commercial zone and the Omaha, Nebr., commercial zone, and to the District of Columbia, and *damaged, defective, returned, or rejected shipments*, on return. NOTE: If a hearing is deemed necessary, applicant requests it be held at Charlotte, N.C.

No. MC 59014 (Sub-No. 36), filed February 9, 1966. Applicant: TALLANT TRANSFER, INC., 1341 2d Avenue SW., Post Office Box 98, Hickory, N.C.



Applicant's representative: James E. Wilson, 1735 K Street NW., Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture and furniture parts*, crated and uncrated, from Rutherfordton, N.C., and points within five (5) miles thereof, to points in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Massachusetts, Michigan, Mississippi, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Tennessee, and West Virginia, and *damaged, defective, returned and rejected shipments*, on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Charlotte, N.C.

No. MC 61403 (Sub-No. 151), filed February 10, 1966. Applicant: THE MASON AND DIXON TANK LINES, INC., Eastman Road, Kingsport, Tenn. Applicant's representative: W. C. Mitchell, 140 Cedar Street, New York, N.Y., 10006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dimethyl terephthalate*, in bulk, from points in Spartanburg County, S.C., to points in Hamblen County, Tenn. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Knoxville, Tenn.

No. MC 61592 (Sub-No. 66), filed February 10, 1966. Applicant: JENKINS TRUCK LINES, 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: *Multiple purpose industrial tractors and attachments* (not including truck tractors and attachments), and parts for such tractors and attachments when moving in mixed loads therewith, except those tractors, attachments, and parts which because of size or weight require the use of special equipment, from Waco, Tex., to points in the United States (including Alaska, but excluding Hawaii, New York, Maine, Vermont, New Hampshire, Massachusetts, Connecticut, and Rhode Island), restricted (1) to the transportation of traffic originating at Waco, Tex., and (2) against the tacking or joining of this authority with any other authority held by carrier for the purpose of providing through service. **NOTE:** Applicant states that he presently holds identical authority from Cleburne, Tex. The purpose of this application is to allow applicant to partially load at both origin points for the same shipper. If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 64112 (Sub-No. 28), filed February 16, 1966. Applicant: NORTH-EASTERN TRUCKING COMPANY, a corporation, 2508 Starita Road, Charlotte, N.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper*, from Plymouth, N.C., (1) to points in New Jersey west and south of U.S. Highway 206, and on and south of U.S. Highway 30, from its intersection

with U.S. Highway 206), (2) to points in New York except points in that portion of the New York, N.Y., commercial zone, as defined in the fifth supplemental report in *commercial zones, and terminal areas*, 53 M.C.C. 451, within which local operations may be conducted under the exemption provided by section 203 (b) (8) of the Act (the exempt zone), and except points east of the New York, N.Y., commercial zone of Long Island, and (3) to points in Pennsylvania north of U.S. Highway 22 from the New Jersey-Pennsylvania State line, to Harrisburg, Pa., and west of U.S. Highway 111 from Harrisburg, to the Pennsylvania-Maryland State line. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 73165 (Sub-No. 215), filed February 14, 1966. Applicant: EAGLE MOTOR LINES, INC., 830 North 33d Street, Birmingham, Ala. Applicant's representative: Donald L. Morris (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel and iron and steel articles, pipe, pipe fittings and accessories*, from Anniston, Birmingham, and Gadsden, Ala., to points in Indiana, those in Illinois on and within a territory bounded by a line beginning at the Illinois-Indiana State line and extending along U.S. Highway 36 to Decatur, Ill., thence along U.S. Highway 51 to La Salle, Ill., thence along U.S. Highway 6 to Joliet, Ill., thence along Alternate U.S. Highway 66 to junction U.S. Highway 66, thence along U.S. Highway 66 to Chicago, Ill., and thence along the Illinois-Indiana State line to point of beginning, and those in Ohio, on west and north of a line beginning at a point on the Ohio-Pennsylvania State line, near Sharon, Pa., and extending along U.S. Highway 62 to Columbus, Ohio, thence along U.S. Highway 23 to Circleville, Ohio, and thence along U.S. Highway 22 to Cincinnati, Ohio. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Birmingham, Ala.

No. MC 74321 (Sub-No. 28), filed February 18, 1966. Applicant: B. F. WALKER, INC., 650 17th Street, Denver, Colo., 80202. Applicant's representative: Jerry Prestridge, Post Office Box 1148, Austin, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (a) *Commodities*, the transportation of which because of their size or weight requires the use of special equipment or special handling, (b) *commodities* which do not require the use of special equipment or special handling when moving in the same shipment or same vehicle with commodities which require the use of special equipment or special handling because of size or weight, and (c) *damaged and rejected shipments*, between points in Texas, on the one hand, and, on the other, points in Kansas, Louisiana, New Mexico, and Oklahoma. **NOTE:** Applicant states it presently holds the authority in paragraph (a) above and seeks no extension of territory. Applicant is seeking only an extension of authority in paragraph (b). If a hearing

is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 75320 (Sub-No. 119), filed February 10, 1966. Applicant: CAMPBELL SIXTY-SIX EXPRESS, INC., Post Office Box 807, Springfield, Mo., 65801. Applicant's representative: Harold D. Miller, Jr., Suite 700, Petroleum Building, Post Office Box 1250, Jackson, Miss., 39205. 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 Brookhaven, Miss., and junction U.S. Highways 84 and 98 near Bude, Miss.: From Brookhaven over U.S. Highway 84 to junction U.S. Highway 98, and return over the same route, serving no intermediate points and serving junction U.S. Highway 84 and 98 for purpose of joinder only. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss.

No. MC 77380 (Sub-No. 4), filed February 14, 1966. Applicant: HEICK MOVING AND STORAGE INC., 3618 Lexington Avenue, Madison, Wis. Applicant's representative: Rolfe E. Hanson, 303 Price Place, Madison, Wis., 53705. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Adams, Columbia, Crawford, Dane, Dodge, Fond du Lac, Grant, Green, Green Lake, Iowa, Jefferson, Juneau, La Crosse, Lafayette, Marquette, Monroe, Richland, Rock, Sauk, Vernon, Walworth, Waushara, and Winnebago Counties, Wis., restricted to shipments having a prior or subsequent movement beyond said counties and further restricted to pickup and delivery service, incidental to and in connection with packing, crating, and containerization, or unpacking, uncrating, and de-containerization of such shipments. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Madison, Wis.

No. MC 82492 (Sub-No. 22), filed February 10, 1966. Applicant: MICHIGAN & NEBRASKA TRANSIT CO., INC., 900 Monroe Avenue NW., Grand Rapids, Mich., 49502. 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 in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plantsite of Geo. A. Hormel & Co., at or near Bureau, Ill., to points in Indiana, Iowa, Michigan, Minnesota, and Ohio, restricted against commodities in bulk, in tank vehicles, and further restricted to traffic originating at the plantsite of Geo. A. Hormel & Co., at or near Bureau, Ill. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 83539 (Sub-No. 168) (Amendment), filed December 27, 1965, published in FEDERAL REGISTER issue of January 27,



1966, amended February 25, 1966, and republished as amended this issue. 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: *Transformers and switches, which because of size or weight require the use of special equipment, and transformers and switches, other than those described above, when transported in mixed loads with shipments of transformers and switches requiring special equipment, from the plantsite of General Electric Co. located at or near Rome, Ga., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Tennessee, Vermont, Virginia, West Virginia, and the District of Columbia.* NOTE: The purpose of this republication is to correctly set forth the commodity description. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 94350 (Sub-No. 156), filed February 11, 1966. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, Post Office Box 1628, Transit Homes Building, Greenville, S.C. Applicant's representative: Henry P. Willimon, Greenville, S.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Trailers, designed to be drawn by passenger automobiles, in initial movements, from points in Wood County, Wis. (except Marshfield, Wis.), to points in the United States (including Alaska, but excluding Hawaii), and damaged or rejected shipments, on return.* NOTE: If a hearing is deemed necessary, applicant requests that it be held at Madison, Wis.

No. MC 94350 (Sub-No. 157), filed February 21, 1966. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, Greenville, S.C. Applicant's representative: Henry P. Willimon, Box 1075, Greenville, S.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Trailers, designed to be drawn by passenger automobiles, in initial movements, from points in Sauk County, Wis., to points in the United States, including Alaska, but excluding Hawaii, and damaged, or rejected shipments, on return.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Madison, Wis.

No. MC 95265 (Sub-No. 18), filed February 9, 1966. Applicant: ROBERTSON TRANSPORTATION CO., INC., 1000 Robertson Road, Madison, Wis., 53704. 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 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 com-*

*modities requiring special equipment), serving the terminal site of Cooper-Jarrett, Inc., 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 present regular-route operations, for the purpose of interchanging traffic at said terminal site.* NOTE: Applicant states that the purpose of the application is to enable it to continue its interchange of traffic with Cooper-Jarrett, Inc., which is in the process of constructing a terminal on the property described hereinabove. Applicant's present authority does not allow it to serve the site of Cooper-Jarrett's new terminal. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 99780 (Sub-No. 5), filed February 14, 1966. Applicant: CHIPPER CARTAGE COMPANY, INC., 1327 Northeast Bond Street, Peoria, Ill., 61604. Applicant's representative: George S. Mullins, 4704 West Irving Park Road, Chicago, Ill., 60641. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and packing-houses products, as described in section A of appendix 1 to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles), from the plantsite of George A. Hormel & Co., located at or near Bureau, Ill., to points in Indiana and to Iowa on and east of U.S. Highway 69.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 99798 (Sub-No. 9), filed February 7, 1966. Applicant: DODDS TRUCK LINE, INC., 623 Lincoln, West Plains, Mo. Applicant's representative: Frank W. Taylor, Jr., 1221 Baltimore Avenue, Kansas City, Mo., 64105. 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 described by the Commission, commodities in bulk, and those requiring special equipment), (1) between Gassville, Ark., and East St. Louis, Ill.; (a) from Gassville over U.S. Highway 62 to junction Arkansas Highway 101, thence over Arkansas Highway 101 to the Arkansas-Missouri State line, thence over Missouri Highway 101 to junction U.S. Highway 160, thence over U.S. Highway 160 to junction U.S. Highway 63, thence over U.S. Highway 63 to junction Interstate Highway 44 and U.S. Highway 66, thence over Interstate Highway 44 and U.S. Highway 66 to East St. Louis, and return over the same route, serving the intermediate points of Mountain Home, Ark., and St. Louis, Mo., and the intermediate point of West Plains, Mo., for purpose of joinder only, (b) from Gassville over U.S. Highway 62 to junction Arkansas Highway 5, thence over Arkansas Highway 5 to the Arkansas-Missouri State line, thence over Missouri*

*Highway 5 to junction U.S. Highway 160, thence over U.S. Highway 160 to junction U.S. Highway 63, thence over U.S. Highway 63 to junction Interstate Highway 44 and U.S. Highway 66.*

Thence over Interstate Highway 44 and U.S. Highway 66 to East St. Louis, and return over the same route, serving the intermediate points of Mountain Home, Ark., and St. Louis, Mo., and the intermediate point of West Plains, Mo., as a point of joinder, (c) from Gassville over U.S. Highway 62 to junction Arkansas Highway 9, thence over Arkansas Highway 9 to junction U.S. Highway 63, thence over U.S. Highway 63 to junction Interstate Highway 44 and U.S. Highway 66, and thence over Interstate Highway 44 and U.S. Highway 66 to East St. Louis, and return over the same route, serving the intermediate points of Mountain Home, Ark., and St. Louis, Mo., and the intermediate point of West Plains, Mo., as a point of joinder, (2) between Springfield, Mo., and Gassville, Ark.: From Springfield over U.S. Highway 160 to junction Missouri Highway 5, thence over Missouri Highway 5 to the Arkansas-Missouri State line, thence over Arkansas Highway 5 to junction U.S. Highway 62, and thence over U.S. Highway 62 to Gassville, and return over the same route, serving the intermediate point of Mountain Home, Ark., and (3) between Springfield, Mo., and Mountain Home, Ark.: From Springfield over U.S. Highway 160 to junction U.S. Highway 65, thence over U.S. Highway 65 to junction U.S. Highway 62, and thence over U.S. Highway 62 to Mountain Home, Ark., and return over the same route, serving the intermediate point of Gassville, Ark. NOTE: If a hearing is deemed necessary, applicant requests it be held at St. Louis or Jefferson City, Mo.

No. MC 102616 (Sub-No. 786), filed February 14, 1966. Applicant: COASTAL TANK LINES, INC., 501 Grantley Road, York, Pa., 17405. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products (except petroleum chemicals), but including petroleum naphtha, in bulk, in tank vehicles, from Toledo, Ohio, to Rochester, N.Y., Huntington, W. Va., New Eagle, and Jeannette, Pa.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 102616 (Sub-No. 787), filed February 14, 1966. Applicant: COASTAL TANK LINES, INC., 501 Grantley Road, York, Pa., 17405. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Plastics, synthetic (other than liquid), from Delaware City, Del., to points in Alabama, Connecticut, Florida, Georgia, Kentucky, Illinois, Indiana, Louisiana, Maine, Maryland, Massachusetts, Michigan, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Tennessee, Virginia, West Virginia, and Wisconsin.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.



No. MC 102616 (Sub-No. 788), filed February 15, 1966. Applicant: COASTAL TANK LINES, INC., 501 Grantley Road, York, Pa., 17405. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foundry facing and bonding mortar*, dry, in bulk, in tank or hopper type vehicles, from East Liverpool, Ohio, to Ashland, Ky.; Gary, Ind.; and Baltimore, Md. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 103435 (Sub-No. 176) (Amendment), filed January 24, 1966, published FEDERAL REGISTER issue of February 10, 1966, amended February 21, 1966, and republished as amended this issue. Applicant: UNITED-BUCKINGHAM FREIGHT LINES, a corporation, East 915 Springfield Avenue, Spokane, Wash. Applicant's representative: J. Maurice Andren, Post Office Box 1631, Rapid City, S. Dak., and George LaBissoniere, 533 Central Building, Seattle, Wash. 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 and commodities used by meat packinghouses*, between Schuyler, Nebr., on the one hand, and, on the other, points in Michigan, Illinois, Indiana, Minnesota, Iowa, Missouri, North Dakota, South Dakota, Nebraska, Kansas, Montana, Wyoming, Colorado, Idaho, Washington, Oregon, and Wisconsin. NOTE: The purpose of this republication is to reflect a between-and operation rather than a from-to. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 104377 (Sub-No. 14), filed February 14, 1966. Applicant: WILLET TRANSPORTS, INC., 700 South Desplaines Street, Chicago, Ill., 60607. Applicant's representative: Daniel J. Sweeney, 1 North La Salle Street, Chicago, Ill., 60602. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Spent acids, and waste materials from potassium permanganate, borax, phosphate, lime, and alkaline cleaners*, in bulk, in tank vehicles, from Waukegan, Ill., to Gary, Ind. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 105375 (Sub-No. 23), filed February 14, 1966. Applicant: DAHLEN TRANSPORT OF IOWA, INC., 875 North Prior Avenue, St. Paul, Minn., 55104. Applicant's representative: Leonard A. Jaskiewicz, Madison Building, 1155 15th Street NW., Washington, D.C., 20005. 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 or storage facility of Monsanto Co. located at or near Garner, Iowa, to points in Minnesota, Nebraska, North Dakota, South Dakota, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 106398 (Sub-No. 325), filed February 14, 1966. Applicant: NATION-

AL TRAILER CONVOY, INC., 1925 National Plaza, Tulsa, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers designed to be drawn by passenger automobiles, in initial movements, in truckaway service, from Newport, N.C., to points in the United States, including Alaska, but excluding Hawaii*. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C.

No. MC 106400 (Sub-No. 61) (Amendment), filed January 24, 1966, published FEDERAL REGISTER issue of February 10, 1966, amended February 21, 1966, and republished as amended, this issue. Applicant: KAW TRANSPORT COMPANY, a corporation, 701 North Sterling, Sugar Creek, Mo., 64054. Applicant's representative: Robert L. Hawkins, Jr., 312 East Capitol Avenue, Jefferson City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia*, in bulk, in tank vehicles, from Sugar Creek, Mo., to points in Missouri, Kansas, Iowa, Nebraska, Oklahoma, and Arkansas. NOTE: The purpose of this republication is to broaden the proposed operation as to origin to read "from Sugar Creek, Mo." instead of the plantsite origin as previously published. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 106644 (Sub-No. 62), filed February 6, 1966. Applicant: SUPERIOR TRUCKING COMPANY, INC., 2770 Peyton Road NW., Atlanta, Ga. Applicant's representative: Monty Schumacher, Suite 693, 1375 Peachtree Street NE., Atlanta 9, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Boards, building, wall and insulating, and (2) materials and supplies used in the installation of (1), from the plantsite of the Armstrong Cork Co. located in Macon, Ga., to points in Alabama, Arkansas, Connecticut, Delaware, Florida, Illinois, Indiana, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia*. NOTE: If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 107002 (Sub-No. 289), filed February 14, 1966. Applicant: HEARIN-MILLER TRANSPORTERS, INC., Post Office Box 1123, Highway 80 West, Jackson, Miss., 39205. Applicant's representatives: Harry C. Ames, Jr., 529 Transportation Building, Washington, D.C., 20006, and H. D. Miller, Jr., Post Office Box 1250, Jackson, Miss., 39205. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid latex*, in bulk, in tank vehicles, having a prior movement by rail, from Greenville, Miss., to Monticello, Ark. NOTE: If a hearing is deemed necessary, applicant requests it

be held at Jackson, Miss.

No. MC 107002 (Sub-No. 290), filed February 15, 1966. Applicant: HEARIN-MILLER TRANSPORTERS, INC., Post Office Box 1123, Highway 80 West, Jackson, Miss., 39205. Applicant's representatives: Harry C. Ames, Jr., 529 Transportation Building, Washington, D.C., 20006, and H. D. Miller, Jr., Post Office Box 1250, Jackson, Miss., 39205. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Molasses and syrup*, in bulk, in tank vehicles, from New Orleans, La., to Fort Wayne, Ind. NOTE: If a hearing is deemed necessary, applicant requests it be held at New Orleans, La.

No. MC 107010 (Sub-No. 22), filed February 11, 1966. Applicant: D & R BULK CARRIERS, INC., Post Office Box 106, Auburn, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal fats and oils and blends thereof*, in bulk, in tank vehicles, from the plantsite of the Missouri Beef Packers, Inc., located at or near Phelps City, Mo., to points in Arkansas, Iowa, Kansas, Missouri, Nebraska, and points in East St. Louis, Ill., commercial zone. NOTE: If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 107107 (Sub-No. 358), filed February 10, 1966. Applicant: ALTERNATE TRANSPORT LINES, INC., Post Office Box 458, Allapattah Station, 2424 Northwest 46th Street, Miami, Fla., 33142. 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 (except commodities in bulk, in tank vehicles)*, from the plantsite of Geo. A. Hormel & Co., located at or near Bureau, Ill., to points in Alabama, Florida, and Georgia. NOTE: Applicant states the proposed operations will be restricted to traffic originating at the plantsite of Geo. A. Hormel & Co. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 107107 (Sub-No. 359), filed February 14, 1966. Applicant: ALTERNATE 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 defined by the Commission (except commodities in bulk, in tank vehicles)*, from points in Morgan and Logan Counties, Colo., to points in Alabama, Florida, Georgia, North Carolina, and South Carolina, restricted to traffic originating in Morgan and Logan Counties, Colo. NOTE: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 107496 (Sub-No. 447), filed February 14, 1966. Applicant: RUAN TRANSPORT CORPORATION, Keosauqua Way at Third, Des Moines, Iowa. Applicant's representative: H. L. Fabritz (same address as applicant). Authority



sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer solutions*, in bulk, from the site of Phillips Petroleum Co. liquid fertilizer plant at or near Audubon, Iowa, to points in Kansas, Missouri, Minnesota, South Dakota, and Nebraska. NOTE: 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. 448), filed February 14, 1966. Applicant: RUAN TRANSPORT CORPORATION, Keosauqua Way at Third, Des Moines, Iowa. Applicant's representative: H. L. Fabritz (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hydrazine mix*, in bulk, in specially designed tank trailers, between Rocky Mountain Arsenal, located near Denver, Colo., on the one hand, and, on the other, Lewis Research Center, located near Cleveland, Ohio, and White Sands Missile Range, N. Mex. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 107496 (Sub-No. 449), filed February 14, 1966. Applicant: RUAN TRANSPORT CORPORATION, Keosauqua Way at Third, Des Moines, Iowa. Applicant's representative: H. L. Fabritz (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, from Rock Rapids, Iowa, and points within ten (10) miles thereof, to points in Wisconsin. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 108987 (Sub-No. 11), filed February 14, 1966. Applicant: POOLE TRANSFER, INC., 807 East Fourth Street, Muscatine, Iowa. 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 regular routes, transporting: *General commodities* (except those of unusual value, and except dangerous explosives, commodities in bulk, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities requiring special equipment, and those injurious or contaminating to other lading), serving the terminal site of Cooper-Jarrett, Inc., 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 presently authorized regular route operations. NOTE: Applicant states that the purpose of the application is to enable applicant to continue its interchange of traffic with Cooper-Jarrett, Inc., which is in the process of constructing a terminal on the property described hereinabove. Applicant states that its present authority does not allow it to serve the site of Cooper-Jarrett's new

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

No. MC 109397 (Sub-No. 135), filed February 10, 1966. Applicant: TRI-STATE MOTOR TRANSIT CO., a corporation, Post Office Box 113, Joplin, Mo. Applicant's representative: Max G. Morgan, 443-54 American Building, Oklahoma City 2, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Metal cans*, from Joplin, Mo., to Houma and Luling, La., and points in Illinois, and *empty containers* on return. NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 109397 (Sub-No. 136), filed February 18, 1966. Applicant: TRI-STATE MOTOR TRANSIT CO., a corporation, Post Office Box 113, Joplin, Mo. Applicant's representative: Max G. Morgan, 443-54 American Building, Oklahoma City, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Source, special nuclear, and by-product materials, radioactive materials, and related reactor-experiment equipment, component parts and associated materials*, between the National Reactor Testing Station near Arco, Idaho, and facilities of the U.S. Government, and U.S. Government contractors located in the District of Columbia, and points within 25 miles thereof, points in Alameda, Contra Costa, Los Angeles, Ventura, Santa Clara, Solano, and San Francisco Counties, Calif., Hartford, Middlesex, New London, and New Haven Counties, Conn., Burke County, Ga., Du Page County, Ill., Baltimore County, Md., Bristol, and Middlesex Counties, Mass., Wayne County, Mich., Rockingham County, N.H., Bernalillo, and Los Alamos Counties, N. Mex., Schenectady, Suffolk, and Westchester Counties, N.Y., Hamilton, Licking, Montgomery, Summit, and Madison Counties, Ohio, Allegheny, Centre, and Westmoreland Counties, Pa., Anderson, and Roane Counties, Tenn., Tooele County, Utah, Campbell, and Norfolk Counties, Va., and Benton County, Wash. Applicant states he merely seeks to add Solano County, Calif., New London County, Conn., Rockingham County, N.H., and Norfolk County, Va., as new service points to present existing authority. NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 109497 (Sub-No. 16), filed February 7, 1966. Applicant: A. F. COMER TRANSPORT SERVICE, INC., Post Office Box 2933, West Durham Station, Durham, N.C. Applicant's representative: J. Ruffin Bailey, 10th Floor, Insurance Building, Raleigh, N.C., 27602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid fertilizer, and liquid fertilizer materials*, in bulk, in tank vehicles, from points in Cumberland County, N.C., to points in South Carolina, *refused, and unclaimed products*, on return. NOTE: If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C.

No. MC 109497 (Sub-No. 17), filed February 14, 1966. Applicant: A. F. COMER TRANSPORT SERVICE, INC., Post Office Box 2933, West Durham Station, Durham, N.C. Applicant's representative: Louis Reznick, 5009 Keokuk Street, Washington, D.C., 20016. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid petroleum gas*, in bulk, in tank vehicles, (1) from Cheraw, S.C., to points in North Carolina, and (2) from Apex, N.C., to points in Virginia. NOTE: If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C.

No. MC 110193 (Sub-No. 129), filed February 18, 1966. Applicant: SAFE-WAY TRUCK LINES, INC., 20450 Ireland Road, Post Office Box 2628, South Bend, Ind. Applicant's representative: Walter J. Kobos, Post Office Box 2628, South Bend, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products and articles distributed by meat packinghouses* as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, except in bulk, from South Bend, Ind., to points in Delaware, Pennsylvania, Maryland, and the District of Columbia. NOTE: If a hearing is deemed necessary, applicant requests it be held at South Bend, Ind.

No. MC 110193 (Sub-No. 130), filed February 23, 1966. Applicant: SAFE-WAY TRUCK LINES, INC., 20450 Ireland Road, Post Office Box 2628, South Bend, Ind., 46613. Applicant's representative: Walter J. Kobos, Post Office Box 2628, South Bend, Ind., 46613. 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 meat-packers in the conduct of their business when destined to and for use by meat-packers, as described in sections A, B, C, and D, of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles), between Tama, Iowa, and points within 5 miles thereof, on the one hand, and, on the other, points in Ohio, Pennsylvania, New York, New Jersey, Connecticut, Maryland, Virginia, Delaware, Rhode Island, Maine, Massachusetts, New Hampshire, Vermont, and the District of Columbia. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Des Moines, Iowa.

No. MC 110264 (Sub-No. 33) (Amendment), filed January 26, 1966, published in the FEDERAL REGISTER issue of February 23, 1966, and republished as amended March 3, 1966, and further amended this issue. Applicant: ALBUQUERQUE PHOENIX EXPRESS, INC., 4500 McLeod Road NE., Post Office Box 404, Albuquerque, N. Mex. Applicant's representative: Paul F. Sullivan, 1341 G Street NW., Colorado Building, Suite 913, Washington, D.C., 20005. 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 commodities requiring special equipment), (1) between El Paso, Tex., and Tularosa, N. Mex., from El Paso over U.S. Highways 62 and 180 to Carlsbad, N. Mex., thence over U.S. Highway 285 to Roswell, N. Mex., thence over U.S. Highway 70 to Tularosa (also from El Paso over U.S. Highway 54 to Tularosa), and return over the same route, serving all intermediate points and the off-route point of Ruidoso, N. Mex., (2) serving points in New Mexico located east of U.S. Highway 285 within 30 miles of Carlsbad, N. Mex., as off-route points in connection with applicant's presently authorized regular route operations, (3) between Tularosa, N. Mex., and Vaughn, N. Mex.: From Tularosa over U.S. Highway 54 to Vaughn, and return over the same route, serving all intermediate points, (4) between Alamogordo, N. Mex., and Artesia, N. Mex.: From Alamogordo over U.S. Highway 54 to junction New Mexico Highway 83, thence over New Mexico Highway 83 to Artesia, and return over the same route, serving all intermediate points, and the site of the U.S. Government Solar Furnace located approximately 3.5 miles north of Cloudcroft, N. Mex., as an off-route point, and (5) between Oro Grande, N. Mex., and the White Sands Missile Range, N. Mex., from Oro Grande over unnumbered highway to the White Sands Missile Range, and return over the same route, serving no intermediate points. NOTE: Applicant states no duplicating authority is sought. The purpose of this republication is to more clearly set forth the route description in No. (1), above. If a hearing is deemed necessary, applicant requests it be held at Roswell, N. Mex.

No. MC 110420 (Sub-No. 503), filed February 11, 1966. Applicant: QUALITY CARRIERS, INC., 100 South Calumet Street, Post Office Box 339, Burlington, Wis. Applicant's representative: Fred H. Figge (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Plasticizers*, in bulk, in tank vehicles, from Toledo, Ohio, and points within five (5) miles thereof, to points in Illinois, Indiana, Kentucky, Michigan, Minnesota, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 110420 (Sub-No. 504), filed February 11, 1966. Applicant: QUALITY CARRIERS, INC., 100 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Figge, Box 339, Burlington, Wis., 53105. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Witch hazel*, in bulk, in tank vehicles, from Essex, Conn., to points in Illinois, Indiana, Iowa, Minnesota, Missouri, and Ohio. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 110420 (Sub-No. 505), filed February 14, 1966. Applicant: QUALITY CARRIERS, INC., 100 South Calumet Street, Post Office Box 339, Burlington, Wis. Applicant's representative: Fred H. Figge (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *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 110420 (Sub-No. 506), filed February 14, 1966. Applicant: QUALITY CARRIERS, INC., 100 South Calumet Street, Post Office Box 339, Burlington, Wis. Applicant's representative: Fred H. Figge (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Corn flour*, in bulk, from Danville, Ill., to Elkhart, Ind. NOTE: If a hearing is deemed necessary, applicant does not specify place of hearing.

No. MC 110525 (Sub-No. 770), filed February 15, 1966. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's representative: Leonard A. Jaskiewicz, 1155 15th Street NW., Washington, D.C., 20005, and Edwin H. van Deusen, 520 East Lancaster Avenue, Downingtown, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Dry plastics materials*, in bulk, from Delaware City, Del., to points in Alabama, Connecticut, Florida, Georgia, Kentucky, Illinois, Louisiana, Maine, Maryland, Massachusetts, Michigan, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Tennessee, Virginia, West Virginia, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 110525 (Sub-No. 771), filed February 16, 1966. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's representatives: Edwin H. van Deusen (same address as applicant) and Leonard A. Jaskiewicz, 1155 15th Street NW., Madison Building, Washington, D.C., 20005. 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 Wood River, Ill., and points within five (5) miles thereof, to points in Arkansas, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New York, Ohio, Pennsylvania, Tennessee, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 110525 (Sub-No. 772), filed February 16, 1966. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's representatives: Edwin H. van Deusen (same address as applicant) and Leonard A. Jaskiewicz, 1155

15th Street NW., Madison Building, Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Plastic materials*, in bulk, in tank vehicles, from Kenton, Ohio, to points in Alabama, Georgia, Illinois, Indiana, Iowa, Michigan, Nebraska, North Carolina, Oregon, Pennsylvania, Tennessee, Washington, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 110525 (Sub-No. 773), filed February 17, 1966. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's representative: Edwin H. van Deusen (same address as applicant) and Leonard A. Jaskiewicz, 1155 15th Street NW., Madison Building, Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum asphalt*, in bulk, in tank vehicles, from East Liverpool, Ohio, to the ports of entry on the international boundary line between the United States and Canada, located on the Niagara River. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 111231 (Sub-No. 136), filed February 14, 1966. 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: *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 on, west and north of a line beginning 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, Iowa, and Tennessee. NOTE: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 111375 (Sub-No. 19), filed February 11, 1966. Applicant: PIRKLE REFRIGERATED FREIGHT LINES, INC., 3567 East Barnard Street, Cudahy, Wis. Applicant's representative: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Candy, confectionery, and confectionery products and premiums, displays and advertising matter* when shipped in conjunction therewith, from Pewaukee, Wis., to points in California, Colorado, Idaho, Montana, North Dakota, South Dakota, Oregon, Washington, Utah, and Wyoming. NOTE: If a hearing is deemed necessary, applicant requests it be held at Milwaukee or Madison, Wis., or Chicago, Ill.

No. MC 111401 (Sub-No. 189), filed February 14, 1966. Applicant: GROEN-



DYKE TRANSPORT, INC., 2510 Rock Island Boulevard, Post Office Box 632, Enid, Okla., 73701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Truck bodies*, in truckload lots, from Liberal, Kans., and points within five (5) miles thereof, to points in Arizona, California, Colorado, Illinois, Kansas, Montana, New Mexico, North Dakota, Missouri, Ohio, Oklahoma, Michigan, Tennessee, Texas, and Wyoming; and (2) *materials, truck equipment and supplies* used in the manufacture of truck bodies, in truckload lots, from points in Arizona, California, Colorado, Illinois, Kansas, Montana, New Mexico, North Dakota, Missouri, Ohio, Oklahoma, Michigan, Tennessee, Texas, and Wyoming, to Liberal, Kans., and points within five (5) miles thereof. NOTE: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 111545 (Sub-No. 85), filed February 11, 1966. Applicant: HOME TRANSPORTATION COMPANY, INC., Post Office Box 6426, Station A, 1425 Franklin Road SE., Marietta, Ga., 30060. Applicant's representative: Robert E. Born, Suite 1600, First Federal Building, Atlanta, Ga., 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Boards*, building, wall, or insulating, and (2) *materials and supplies* used in the installation of commodities described in (1) above, from the plant site and storage facilities of the Armstrong Cork Co. located at or near Macon, Ga., to points in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia. NOTE: If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 111729 (Sub-No. 137), filed February 14, 1966. Applicant: ARMORED CARRIER CORPORATION, 222-17 Northern Boulevard, Bayside, N.Y. Applicant's representative: Russell S. Bernhard, 1625 K Street NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Cut flowers, decorative foliage and related supplies*, (2) *whole human blood, blood plasma, blood derivatives and related products*, and (3) *business papers, records and audit and accounting media of all kinds* (excluding plant removals), between St. Louis, Mo., on the one hand, and, on the other, points in Illinois on and south of U.S. Highway 136 and points in Cook and Peoria Counties, Ill.; points in Brown, Crawford, Daviess, Dubois, Gibson, Greene, Knox, Lawrence, Martin, Monroe, Orange, Perry, Pike, Posey, Spencer, Sullivan, Vanderburgh, and Warrick Counties, Ind.; and points in Ballard, Butler, Caldwell, Callaway, Carlisle, Christian, Crittenden, Daviess, Fulton, Graves, Hancock, Henderson, Hick-

man, Hopkins, Livingston, Logan, Lyon, Marshall, McCracken, McLean, Muhlenberg, Ohio, Todd, Trigg, Union, and Webster Counties, Ky. NOTE: Applicant is also authorized to conduct operations as contract carrier in Permit No. MC 112750 and subs thereunder, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 111812 (Sub-No. 330), filed February 14, 1966. Applicant: MID-WEST COAST TRANSPORT, INC., Wilson Terminal Building, Box 747, Sioux Falls, S. Dak., 57101. Applicants' 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: *Foodstuffs*, from the plant site of American Home Foods, Inc., at or near La Porte, Ind., to points in Colorado, Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, Wisconsin, and Milan, Ill. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 111940 (Sub-No. 40), filed February 14, 1966. Applicant: SMITH'S TRUCK LINES, Post Office Box 88, Muncy, Pa. Applicant's representative: John M. Musselman, 400 North Third Street, Post Office Box 46, Harrisburg, Pa., 17108. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Cinder, concrete and slag building block, shapes and prestressed and poststressed units*, from Turbotville, Pa., to points in Delaware, Maryland, New Jersey, New York, Virginia, West Virginia, and the District of Columbia; and (2) *fertilizer ingredients, insecticides, fungicides and herbicides, and equipment, materials and supplies* used in the production and use of insecticides and herbicides, from points in Maryland and New Jersey, to Muncy, Pa., and points within sixty (60) miles of Muncy. NOTE: If a hearing is deemed necessary, applicant requests it be held at Baltimore, Md.

No. MC 112617 (Sub-No. 218), filed February 14, 1966. Applicant: LIQUID TRANSPORTERS, INC., Post Office Box 5135, Cherokee Station, Louisville 5, Ky. Applicant's representative: L. A. Jaskiewicz, 600 Madison Building, 1155 15th Street NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in tank vehicles, from points in Daviess County, Ky., to points in Alabama, Georgia, Kentucky, Mississippi, and Tennessee, restricted against the transportation of synthetic latices from the plant site of Dewey & Almy Chemical Co. near Owensboro, Ky., to points in Alabama, Georgia, Mississippi, and Tennessee. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 112801 (Sub-No. 39), filed February 14, 1966. Applicant: TRANSPORT SERVICE CO., a corporation, 5100 West 41st Street, Post Office Box 272, Cicero Station, Chicago, Ill., 60650. Applicant's representative: J. William Cain, Jr., and Leonard A. Jaskiewicz, 1155 15th

Street NW., Washington, D.C., 20005. 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 said commodities*, in bulk, in tank vehicles, from Chicago, Ill., to points in Alabama, Arkansas, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia; (2) *animal fats, and animal oils*, in bulk, in tank vehicles, from Cedar Rapids, Denison, Des Moines, Dubuque, Esterville, Ottumwa, and Sioux City, Iowa, Kansas City, Mo., Kansas City, Kans., Albert Lea, Austin, Duluth, St. Cloud, and St. Paul, Minn., Lincoln and Omaha, Nebr., Sioux Falls, S. Dak., Cudahy and Milwaukee, Wis., to Chicago, Ill.; and (3) *vegetable oils*, in bulk, in tank vehicles, from points in Illinois, Indiana, Iowa, Missouri, Tennessee, and Wisconsin, to Chicago, Ill. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Chicago, Ill.

No. MC 112851 (Sub-No. 5), filed February 14, 1966. Applicant: GEORGE B. REYNOLDS, doing business as REYNOLDS TRUCKING COMPANY, Rural Route No. 1, Crawfordsville, Ind. Applicant's representative: Robert C. Smith, 620 Illinois Building, Indianapolis, Ind., 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Clay products*, (1) from Crawfordsville, Ind., to points in Kansas, Minnesota, Arkansas, Pennsylvania, and New York, (2) from Brazil, Ind., to points in Arkansas, and (3) from Darlington, Pa., and Sparland, and Shale City, Ill., to points in Indiana, and *damaged, or rejected shipments*, on return. NOTE: If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 112989 (Sub-No. 8), filed February 14, 1966. Applicant: JOHNSON TRUCK SERVICE, INC., Post Office Box 668, Coos Bay, Ore. Applicant's representative: Norman E. Sutherland, 1200 Jackson Tower, Portland, Ore., 97205. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from points in Lane County, Ore., to Portland, Ore. NOTE: If a hearing is deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 113267 (Sub-No. 162), filed February 14, 1966. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. Applicant's representative: R. H. Burroughs, 115-A East Main Street, Collinsville, Ill. 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, B, and C, 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 the plant-site of George A. Hormel Co. at or near Bureau, Ill., to points in Kentucky, Tennessee, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi and Louisiana, restricted to traffic originating at the plantsite and/or cold storage facilities utilized by George A. Hormel Co. at or near Bureau, Ill. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 113362 (Sub-No. 107), filed February 16, 1966. Applicant: ELLSWORTH FREIGHT LINES, INC., 220 East Broadway, Eagle Grove, Iowa. Applicant's representative: William J. Boyd, 30 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 Lafayette, Ind., to points in Colorado, Iowa, Kansas, Nebraska, and Missouri. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 113388 (Sub-No. 68), filed February 11, 1966. Applicant: LESTER C. NEWTON TRUCKING CO., a corporation, Bridgeville, Del. Applicant's representative: H. Charles Ephraim, 1411 K Street NW., Washington, D.C., 20005. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen poultry and frozen poultry products*, from Lexington and Salisbury, N.C., and points within 5 miles thereof, to points in Florida, Georgia, South Carolina, North Carolina, Virginia, Maryland, Delaware, Pennsylvania, New Jersey, New York, Connecticut, Rhode Island, Massachusetts, Vermont, New Hampshire, Maine, and the District of Columbia, and refused, rejected and returned shipments, on return. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 113584 (Sub-No. 18), filed February 21, 1966. Applicant: SHIPPERS SERVICE, INC., 1107 Rockford Road, Post Office Box 87, Charles City, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut, Des Moines, Iowa. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Glass and glassware, including tops and caps for glass bottles and containers*, from Sand Springs and Sapulpa, Okla., to points in Iowa, Minnesota, North Dakota, South Dakota, and Wisconsin. NOTE: Applicant states that the above proposed operation would be limited to a service performed under continuing contracts with the Kerr Glass Co., of Sand Springs, Okla., and Liberty Glass Co., of Sapulpa, Okla. If a hearing is deemed necessary, applicant requests it be held at Tulsa, Okla.

No. MC 113678 (Sub-No. 236), filed February 14, 1966. Applicant: CURTIS, INC., 770 East 51st Avenue, Denver, Colo., 80216. Applicant's representative: Duane W. Acklie, Post Office Box 2028,

Lincoln, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Pool tables and accessories*, from Point of Rocks, Md., to Denver, Colorado Springs, and Pueblo, Colo.; Albuquerque, N. Mex.; Dallas and Fort Worth, Tex.; Phoenix, Ariz.; and Los Angeles and San Francisco, Calif. NOTE: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 113822 (Sub-No. 4), filed February 14, 1966. Applicant: DALGARNO TRANSPORTATION, INC., 515 South Walnut Street, Casper, Wyo. 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: *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, and machinery, materials, equipment, and supplies, used in, or in connection with the construction, operation, repair, servicing, maintenance, and dismantling of pipe lines, except the stringing or picking-up of pipe in connection with main or truck pipe lines, (1) between points in Colorado, Montana, Nebraska, Nevada, New Mexico, North Dakota, South Dakota, Utah, and Wyoming, on the one hand, and, on the other, points in Idaho, Oregon, and Washington, and (2) between points in Idaho, on the one hand, and, on the other, points in Oregon and Washington. NOTE: If a hearing is deemed necessary, applicant requests it be held at Casper, Wyo.

No. MC 113828 (Sub-No. 107), filed February 15, 1966. Applicant: O'BOYLE TANK LINES, INCORPORATED, 4848 Cordell Avenue, Washington 14, D.C. Applicant's representative: William P. Sullivan, 1825 Jefferson Place NW., Washington, D.C., 20036. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from Norfolk, Va., and points with 15 miles thereof to points in Connecticut and Rhode Island. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 113828 (Sub-No. 108), filed February 16, 1966. Applicant: O'BOYLE TANK LINES, INCORPORATED, 4848 Cordell Avenue, Washington, D.C. Applicant's representative: William P. Sullivan, 1825 Jefferson Place NW., Washington, D.C., 20036. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas*, in bulk, in tank vehicles, from Apex, N.C., to points in Virginia north of U.S. Highway 60. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 113828 (Sub-No. 109), filed February 16, 1966. Applicant: O'BOYLE TANK LINES, INCORPORATED, 4848 Cordell Avenue, Washington 14, D.C. Applicant's representative: William P. Sul-

livan, 1825 Jefferson Place NW., Washington, D.C., 20036. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Aviation gasoline, and jet fuel*, in bulk, in tank vehicles, from Port Mahon (near Dover), Del., to Wallops Island, Va. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 114019 (Sub-No. 151), filed February 10, 1966. Applicant: MIDWEST EMERY FREIGHT SYSTEM, INC., 7000 South Pulaski Road, 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: *Meat, meat products, meat byproducts and articles distributed by meat packinghouses* as described in section A of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, in vehicles equipped with mechanical refrigeration, from Indianapolis, Ind., to points in Maine and Vermont. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Indianapolis, Ind.

No. MC 114019 (Sub-No. 152), filed February 10, 1966. Applicant: MIDWEST EMERY FREIGHT SYSTEM, INC., 7000 South Pulaski Road, 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: *Canned and preserved foodstuffs*, between Blue Earth, Le Sueur, Glencoe, and Montgomery, Minn., and points in Nebraska. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Chicago, Ill.

No. MC 114045 (Sub-No. 231), filed February 14, 1966. 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: *Animal food*, from Boston and Woburn, Mass., to points in Arkansas, Alabama, Georgia, Louisiana, Mississippi, Michigan, Minnesota, Kentucky, Ohio, Tennessee, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 114045 (Sub-No. 232), filed February 14, 1966. 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*, in vehicles equipped with mechanical refrigeration, from points in Texas, to points in Indiana and Ohio. NOTE: If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 114045 (Sub-No. 233), filed February 14, 1966. Applicant: TRANSCOLD EXPRESS, INC., Post Office Box 5842, Dallas, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except frozen), in vehicles equipped with mechanical refrigeration (except in bulk or tank vehicles),



from points in Kent County, Del., to points in Tennessee, Alabama, Mississippi, Louisiana, Oklahoma, and Texas. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 114045 (Sub-No. 234), filed February 16, 1966. Applicant: TRANSCOLD EXPRESS, INC., Belt Line and Finley Road, Post Office Box 5842, Dallas, Tex., 75206. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Clay*, in packages, from Wrens, Ga., to points in Alabama, Arkansas, Colorado, Florida, Illinois, Iowa, Kansas, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, Nebraska, North Dakota, Oklahoma, South Dakota, Tennessee, Texas, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 114045 (Sub-No. 235), filed February 16, 1966. Applicant: TRANSCOLD EXPRESS, INC., Post Office Box 5842, Dallas, Tex., 75206. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fresh meats*, in vehicles equipped with mechanical refrigeration, from Dallas, Tex., to Liberal, Garden City, Dodge City, Great Bend, and Pratt, Kans. NOTE: If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 114084 (Sub-No. 8) (Amendment), filed January 26, 1966, published in FEDERAL REGISTER issue of February 10, 1966, amended February 28, 1966, and republished as amended, this issue. Applicant: S AND S TRUCKING COMPANY, a corporation, 118 South Oakland Avenue, Post Office Box 1392, Statesville, N.C. Applicant's representative: H. Overton Kemp, Room 101, 327 North Tryon Street, Post Office Box 20202, Charlotte, N.C., 28202. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Furniture and furniture parts*, (1) from points in Mitchell County, N.C., to points in New York, on and North of U.S. Highway 20, and points in Maine, Massachusetts, New Hampshire, and Vermont; and (2) from points in Mitchell County, N.C., to Statesville, N.C., for purpose of joinder only with applicant's presently authorized operations, and damaged, rejected, or returned shipments of the above specified commodities on return. NOTE: The purpose of this amendment is to more clearly set forth the destination and origin territories. If a hearing is deemed necessary, applicant requests that it be held at Charlotte, N.C.

No. MC 114457 (Sub-No. 49), filed February 14, 1966. Applicant: DART TRANSIT COMPANY, a corporation, 780 Prior Avenue North, St. Paul, Minn. 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: *Glassware and glass containers*, with or without caps, covers or stoppers, from Burlington, Wis., to points in Iowa, Nebraska, Minnesota, and Wisconsin.

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

No. MC 114457 (Sub-No. 50), filed February 14, 1966. Applicant: DART TRANSIT COMPANY, a corporation, 780 North Prior Avenue, St. Paul, Minn. 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: *Canned or preserved foodstuffs*, from Green Bay, Wis., to points in North Dakota, South Dakota, Kansas, Nebraska, and Estherville, Des Moines, Mason City, and Waterloo, Iowa, and Casper, Wyo. NOTE: If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 114533 (Sub-No. 120), filed February 9, 1966. Applicant: B.D.C. CORPORATION, 4970 South Archer Avenue, Chicago, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Audit, accounting and data processing media, business reports and records*, between Schiller Park, Ill., and Fremont, Ohio. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 115257 (Sub-No. 23), filed February 23, 1966. Applicant: SHAMROCK VAN LINES, INC., Post Office Box 5447, Dallas, Tex. Applicant's representative: Max G. Morgan, 450 American National Building, Oklahoma City, Okla. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Crated and precartoned furniture* in mixed shipments, between Camden, Ark., on the one hand, and, on the other, points in Mississippi, Alabama, Florida, Georgia, South Carolina, North Carolina, Tennessee, Virginia, Kentucky, West Virginia, Indiana, Delaware, Pennsylvania, Ohio, Illinois, New York, Maryland, Wisconsin, Michigan, Connecticut, Massachusetts, Rhode Island, New Jersey, New Hampshire, Vermont, Maine, and the District of Columbia. NOTE: Applicant also has a brokerage license in MC 12336. Applicant seeks no duplicating authority. If a hearing is deemed necessary, applicant requests it be held at Oklahoma City, Okla., or Little Rock, Ark.

No. MC 115331 (Sub-No. 179), filed February 14, 1966. Applicant: TRUCK TRANSPORT, INCORPORATED, 707 Market Street, St. Louis, Mo., 63101. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Wines*, in bulk, from Yonkers, N.Y., and points within ten (10) miles thereof, to points in Arkansas, Colorado, Illinois, Indiana, Iowa, Louisiana, 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 Washington, D.C.

No. MC 115826 (Sub-No. 127) (Amendment), filed January 6, 1966, published in FEDERAL REGISTER issue of January 27, 1966, amended February 23, 1966, and republished as amended this issue. Appli-

cant: W. J. DIGBY, INC., Post Office Box 5088, Terminal Annex, Denver, Colo., 80217. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods, and potato products*, not frozen, in vehicles equipped with mechanical refrigeration, from Ontario, Oreg., and points in Idaho, to points in Alabama, Florida, Georgia, Mississippi, Louisiana, North Carolina, Ohio, South Carolina, Tennessee, Virginia, Kentucky, West Virginia, and the District of Columbia. NOTE: The purpose of this republication is to clearly set forth the origin territory sought. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 115826 (Sub-No. 131), filed February 14, 1966. Applicant: W. J. DIGBY, INC., 1960 31st Street, Post Office Box 5088, Terminal Annex, Denver, Colo., 80217. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Lafayette, Ind., to Lubbock, Tex. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 115831 (Sub-No. 9), filed February 7, 1966. Applicant: TIDEWATER TRANSIT COMPANY, INC., 114 North Queen Street, Kinston, N.C. Applicant's representative: J. Ruffin Bailey, Post Office Box 2246, Raleigh, N.C., 27602. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid fertilizer and liquid fertilizer materials*, in bulk, in tank vehicles, from points in Cumberland County, N.C., to points in South Carolina, and refused and unclaimed products on return. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Raleigh, N.C.

No. MC 115841 (Sub-No. 280), filed February 17, 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: *Foodstuffs*, from the plantsite and warehouses of American Home Foods, Inc., located at or near La Porte, Ind., to points in Iowa, Kansas, Missouri, Nebraska, Oklahoma, Arkansas, Texas, Mississippi, Louisiana, Alabama, Tennessee, Georgia, and Kentucky (except frozen foods, unless in mixed shipments, to points in Alabama, Arkansas, Louisiana, Mississippi, Tennessee, Georgia, and Texas). NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 115841 (Sub-No. 281), filed February 17, 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 potatoes, frozen potato products, frozen fruits, frozen fruit products, frozen vegetables, and frozen vegetable products*, from Detroit, Mich., to points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, North



Carolina, Pennsylvania, Rhode Island, Virginia, West Virginia, and the District of Columbia. Note: Applicant states the proposed operations will be restricted to the transportation of shipments originating at the plant, storage, or warehouse facilities of Ore-Ida Foods, Inc. If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich.

No. MC 116077 (Sub-No. 195), filed February 14, 1966. Applicant: ROBERTSON TANK LINES, INC., 5700 Polk Avenue, Post Office Box 9527, 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: *Fertilizer, fertilizer solutions, fertilizer ingredients and materials and urea*, in bulk and in bags, from Lake Charles, La., to points in Texas, Oklahoma, Arkansas, and Mississippi. Note: If a hearing is deemed necessary, applicant requests it be held at New Orleans, La.

No. MC 116200 (Sub-No. 5), filed February 11, 1966. Applicant: UNITED PARCEL SERVICE, INC., Room 800, 643 West 43d Street, New York, N.Y., 10036. Applicant's representative: S. Harrison Kahn, Suite 733, Investment Building, Washington, D.C., 20005, and Bernard G. Segal and Irving R. Segal, 1719 Packard Building, Philadelphia, Pa., 19102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) between points in that part of Vermont north of Vermont Highway 9; that part of New Hampshire north of a line beginning at the New Hampshire-Vermont State line and extending along New Hampshire Highway 9 to Concord, N.H., and thence along U.S. Highway 202 to the New Hampshire-Maine State line; and that part of Maine north of a line beginning at the Maine-New Hampshire State line and extending along U.S. Highway 202 to junction Maine Turnpike, thence along Maine Turnpike to junction U.S. Highway 202, thence north along U.S. Highway 202 to Augusta, Maine, and thence south along Maine Highway 27 to Boothbay Harbor, Maine; and (2) between points in that part of Vermont north of Vermont Highway 9; that part of New Hampshire north of a line beginning at the New Hampshire-Vermont State line and extending along New Hampshire Highway 9 to Concord, N.H.

And thence along U.S. Highway 202 to the New Hampshire-Maine State line; and that part of Maine north of a line beginning at the Maine-New Hampshire State line and extending along U.S. Highway 202 to junction Maine Turnpike, thence along Maine Turnpike to junction U.S. Highway 202, thence north along U.S. Highway 202 to Augusta, Maine, and thence south along Maine Highway 27 to Boothbay Harbor, Maine,

on the one hand, and, on the other, points in Clinton, Essex, Warren, Washington, Saratoga, Schenectady, Rensselaer, Albany, Greene, and Columbia Counties, N.Y.; that part of Vermont on and south of Vermont Highway 9; that part of New Hampshire on and south of a line beginning at the New Hampshire-Vermont State line and extending along New Hampshire Highway 9 to Concord, N.H., and thence along U.S. Highway 202 to the New Hampshire-Maine State line; that part of Maine on and south of a line beginning at the Maine-New Hampshire State line and extending along U.S. Highway 202 to junction Maine Turnpike, thence along Maine Turnpike to junction U.S. Highway 202, thence north along U.S. Highway 202 to Augusta, Maine, and thence south along Maine Highway 27 to Boothbay Harbor, Maine, including points on the highway boundary lines in Maine, New Hampshire, and Vermont; and Massachusetts. Restrictions: (a) No service shall be rendered in the transportation of any package or article weighing more than 50 pounds or exceeding 108 inches in length and girth combined, and each package or article shall be considered as a separate and distinct shipment; (b) No service shall be rendered between department stores, specialty shops, and retail stores and the branches or warehouses of such stores; or between department stores, specialty shops, and retail stores or the branches or warehouses thereof, on the one hand, and, on the other, the premises of the customers of such stores.

(c) No service shall be provided in the transportation of packages or articles weighing in the aggregate more than 100 pounds from one consignor at one location to one consignee at one location on any one day. Note: Applicant states that it intends to tack any authority received as a result of this application with its present authority issued at MC 116200 (Sub-Nos. 2 and 3), in which applicant possesses authority to operate in the States of New York, New Jersey, Delaware, Maryland, Virginia, West Virginia, Ohio, Connecticut, Rhode Island, Massachusetts, Pennsylvania, Vermont, New Hampshire, and Maine, and the District of Columbia. Applicant states that it is a wholly owned subsidiary of United Parcel Service of America, Inc., which also owns and controls United Parcel Service, Inc., St. Charles, Ill.; and United Parcel Service of Pennsylvania, Inc., Philadelphia, Pa. Applicant is also authorized to conduct operations as a contract carrier in Permit No. MC 63063 and subs thereunder; therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Boston Mass.

No. MC 116763 (Sub-No. 76), filed February 15, 1966. Applicant: CARL SUBLER TRUCKING, INC., North West Street, Versailles, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Canned fruit, canned juices, canned drinks including canned beverages, and canned beverage preparations* (other than canned citrus fruit and canned citrus fruit juices, not frozen),

from points in that part of Florida bounded on the north by a line beginning at the Gulf of Mexico coast near Yankeetown, Fla., and extending in an easterly direction over Florida Highway 40 via Dunnellon and Ocala, Fla., to Barberville, Fla., thence in a southerly direction over U.S. Highway 17 to junction U.S. Highway 92 near DeLand, Fla., and thence over U.S. Highway 92 to Daytona Beach, Fla., and bounded on the south by a line beginning at Sarasota, Fla., and extending in an easterly direction over Florida Highway 72 to Arcadia, Fla., thence over Florida Highway 70 via Okeechobee, Fla., to Fort Pierce, Fla. (including points on the indicated portions of the highways specified), to points in Arkansas, Illinois, Indiana, Kentucky (except Owensboro and its commercial zone), Louisiana (that part on and north of U.S. Highway 80), Maine, Michigan (Lower Peninsula only), Mississippi (that part on and north of U.S. Highway 80), New Hampshire, Ohio, Tennessee, Texas (that part bounded on the south of a line beginning at the Louisiana-Texas State line and extending over U.S. Highway 80 to Fort Worth, Tex., and bounded on the west by a line beginning at Fort Worth, Tex., and extending in a northerly direction over Interstate Highway 35W to Denton, Tex., and thence in a northerly direction over Interstate Highway 35 to the Texas-Oklahoma State line, including points on the indicated portions of the highways specified), and Tyler, Tex., and points in Vermont, West Virginia, and Wisconsin, and (2) *canned fruit, canned juices, canned drinks including canned beverages, and canned beverage preparations* (other than citrus fruit and canned citrus fruit juices, not frozen) from Lakeland, Lake Wales, and Winter Haven, Fla., to St. Paul and Minneapolis, Minn. Note: Applicant states it holds single line authority in MC 116763 and subs to transport canned fruit and canned fruit juices including canned citrus fruit and canned citrus juices. It is presently transporting or holds itself out to transport the above-mentioned commodities from the entire origin area to the destination areas listed above, except in Wisconsin on and north of U.S. Highway 18 excluding Milwaukee where it now holds authority to transport canned citrus fruit and canned fruit juices as set forth in its Sub-No. 7. Applicant further states the purpose of the proposed operations is to broaden the commodity description and no duplicating authority is sought. If a hearing is deemed necessary, applicant requests it be held at Tampa, Fla.

No. MC 116763 (Sub-No. 77), filed February 16, 1966. Applicant: CARL SUBLER TRUCKING, INC., North West Street, Versailles, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Paper and paper products, including magazines*, from points in Butler, Clark, Darke, Mercer, Miami, Montgomery, Shelby and Warren Counties, Ohio, to points in Florida and to points in Georgia which are on and south of U.S. Highway 80; and (2) *flour*,



in containers, from Buffalo, N.Y., to points in Florida, and to points in Georgia which are on and south of U.S. Highway 80. **NOTE:** If a hearing is deemed necessary, applicant requests that it be held at Columbus, Ohio.

No. MC 116975 (Sub-No. 5), filed February 14, 1966. Applicant: CANADIAN FREIGHTWAYS, LIMITED, 411 Meredith Road, Calgary, Alberta, Canada. Applicant's representative: Robert K. Lancefield, 175 Linfield Drive, Menlo Park, Calif., 94025. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities*, between the port of entry on the international boundary line between the United States and Canada located at Sweetgrass, Mont., on the one hand, and, on the other, Sweetgrass, Mont., restricted to traffic moving from or to points in Canada, which traffic is interchanged with other carriers at Sweetgrass, either before or after going through either or both the Canadian or U.S. customhouses. **NOTE:** Applicant states it is a wholly owned subsidiary of Consolidated Freightways Corp. of Delaware, which in turn is a wholly owned subsidiary of Consolidated Freightways, Inc., a noncarrier. If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 117574 (Sub-No. 143), filed February 15, 1966. 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: *Concrete pipe* in excess of 8 feet in diameter, and *equipment and materials* used in the manufacture of concrete pipe, between points in Massachusetts on the one hand, and, on the other, points in the United States including Alaska but excluding Hawaii. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 117883 (Sub-No. 75), filed February 11, 1966. Applicant: SUBLER TRANSFER, INC., East Main Street, Versailles, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in sections A and C, of appendix I in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plantsite of George A. Hormel & Co., located at or near Bureau, Ill., to points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, Pennsylvania, New Jersey, Delaware, Maryland, West Virginia, Virginia, and the District of Columbia. Applicant states the proposed operations will be restricted to traffic originating at the plantsite of George A. Hormel & Co. at or near Bureau, Ill., and also against the transportation of commodities in bulk, in tank vehicles. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 118196 (Sub-No. 59), filed February 11, 1966. Applicant: RAYE &

COMPANY TRANSPORTS, INC., Highway 71 North, Post Office Box 613, Carthage, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from points in Washington, Oregon, and Idaho, to points in Kansas. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Boise, Idaho.

No. MC 118196 (Sub-No. 60), filed February 9, 1966. Applicant: RAYE & COMPANY TRANSPORTS, INC., Highway 71 North, Post Office Box 613, Carthage, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses* (except commodities in bulk, in tank vehicles, and hides), from the plantsite of the Tama Packing Co., located at or near Tama, Iowa, to points in Alabama, Arkansas, Arizona, California, Colorado, Florida, Georgia, Idaho, Illinois, Kansas, Louisiana, Minnesota, Missouri, Mississippi, Montana, Nebraska, New Mexico, Nevada, North Dakota, Oklahoma, Oregon, Utah, South Dakota, Tennessee, Texas, Washington, Wisconsin, and Wyoming. **NOTE:** If a hearing is deemed necessary, applicant does not specify a location.

No. MC 118561 (Sub-No. 11), filed February 16, 1966. Applicant: HERBERT B. FULLER, doing business as FULLER TRANSFER COMPANY, 212 East Street, Post Office Box 422, Maryville, Tenn. Applicant's representative: Harold Seligman, 1808 West End Building, 12th Floor, Nashville, Tenn., 37203. 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, in vehicles equipped with temperature control devices, from Knoxville, Tenn., and points in Blount County, Tenn., to points in Catoosa, Chattooga, Dade, Gordon, Murray, Walker, and Whitfield Counties, Ga. **NOTE:** If a hearing is deemed necessary, applicant requests that it be held at Nashville, Tenn.

No. MC 118610 (Sub-No. 10), filed February 13, 1966. Applicant: L & B EXPRESS, INC., Post Office Box 281, 829 Alsop Lane, Owensboro, Ky. Applicant's representative: Fred F. Bradley, Court Square Office Building, Suite 202-204, 213 St. Clair Street, Frankfort, Ky., 40601. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Road construction machinery and equipment*, as described in appendix VIII of *Descriptions in Motor Carrier Certificates*, and *rejected shipments*, between points in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maryland, Michigan, Mississippi, Missouri, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, West Virginia, and Wisconsin, restricted

to the transportation of the above commodities, only when they originate at or are destined for a location within the named States where a published legal auction is or will be performed and then only when said auction is to be performed by Yoder & Frey Auctioneers, Inc. **NOTE:** If a hearing is deemed necessary, applicant requests that it be held at Columbus, Ohio.

No. MC 118890 (Sub-No. 6), filed February 16, 1966. Applicant: THAYNE ROBERT OLSON, doing business as THAYNE R. OLSON, 6259 West Parkview Drive, Wichita, Kans. Applicant's representative: Rufus H. Lawson, 106 Bixler Building, 2400 Northwest 23d Street, Oklahoma City 7, Okla. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *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 points in Cowley, Montgomery, and Sedgwick Counties, Kans., to points in Alabama, Arizona, Arkansas, California, Colorado, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Mexico, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, South Carolina, South Dakota, Tennessee, Texas, Utah, Virginia, Washington, West Virginia, Wisconsin, and Wyoming. **NOTE:** Applicant states it proposes to transport exempt commodities, on return. Applicant is also authorized to conduct operations as a contract carrier in Permit MC 118955; therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Wichita, Kans.

No. MC 119531 (Sub-No. 54), filed February 14, 1966. Applicant: DIECKBRADER EXPRESS, INC., 5391 Wooster Road, Cincinnati, Ohio, 45226. Applicant's representative: Charles W. Singer, 33 North La Salle Street, Suite 3600, Chicago, Ill., 60602. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Metal containers, materials and supplies* used in the manufacture, sale and distribution thereof, between Toledo, Ohio, on the one hand, and, on the other, points in Indiana, Illinois, Kentucky, Michigan, New York, New Jersey, and Pennsylvania. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 119543 (Sub-No. 3), filed February 18, 1966. Applicant: HENRY N. LANCIANI, Leominster Road, Sterling, Mass., 01453. Applicant's representative: Arthur A. Wentzell, 539 Hartford Turnpike, Shrewsbury, Mass. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Coke*, in bulk, in dump semitrailers, from New Haven, Conn., to Everett, Mass. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Boston, Mass.



No. MC 119767 (Sub-No. 153) (Amendment), filed February 7, 1966, published FEDERAL REGISTER issue of February 25, 1966, amended February 24, 1966, and republished as amended this issue. Applicant: BEAVER TRANSPORT CO., a corporation, 100 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Figge, Post Office Box 339, Burlington, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Food products, materials, and supplies* used in the manufacture, and sale of food products, and (2) *advertising materials*, when in mixed shipments with (1) above, between Lancaster, Ohio, on the one hand, and, on the other, points in Illinois, Indiana, the Lower Peninsula of Michigan, Missouri, Wisconsin, and Louisville, Ky. NOTE: The purpose of this republication is to more clearly set forth the proposed operations. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 119777 (Sub-No. 56), filed February 14, 1966. Applicant: LIGON SPECIALIZED HAULER, INC., Post Office Box 31, Madisonville, Ky. Applicant's representative: Robert M. Pearce, 1033 State Street, Central Building, Bowling Green, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building, and excavating contractors', and mining machinery, equipment, and supplies, road building machinery, and equipment, commodities* which because of size or weight require special equipment, or handling, *parts, attachments, and accessories* for the above commodities, *iron, and steel, and iron and steel articles* (except prefabricated buildings, or sections, aircraft, and aircraft engines, and oilfield commodities), as described in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 299, between points in Kentucky on and west of U.S. Highway 31E (except Louisville, Henderson, and Fort Campbell, Ky.), on the one hand, and, on the other, points in the United States, except Alabama, Indiana, Illinois, Pennsylvania, Tennessee, West Virginia, and Ohio, not including Columbus, Ohio. Restriction: The above authority shall not be joined with other authority presently held by applicant. NOTE: If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky.

No. MC 119864 (Sub-No. 21), filed February 11, 1966. Applicant: HOFER MOTOR TRANSPORTATION CO., a corporation, 26740 Eckel Road, Perrysburg, Ohio, 43551. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Washing compound*, granular, from the plant site of the Monsanto Chemical Co., located at Trenton, Mich., to the plant site of Lever Brothers Co., located at Hammond, Ind., or warehouses designated by the Lever Brothers Co., located at Chicago, Ill., or Hammond, Ind., restricted against shipments in bulk, or liquid, and *damaged or rejected shipments* of the above specified commodity, on return. NOTE: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 120080 (Sub-No. 3), filed February 11, 1966. Applicant: MORGAN EXPRESS, INC., 3817 Irving Boulevard, Dallas, Tex. Applicant's representative: David A. Sutherland, 1120 Connecticut Avenue NW., Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle over regular routes, transporting: *General commodities* (except classes A and B explosives, household goods as defined by the Commission, and commodities in bulk, having an immediately prior or subsequent movement by air, (1) between airports serving Dallas, and Fort Worth, Tex., located in Dallas and Tarrant Counties, Tex., on the one hand, and, on the other, points in Texas as follows: (a) From Dallas, Tex., to Fort Worth, Tex., over the Dallas-Fort Worth Turnpike; (b) from Dallas, Tex., to Fort Worth, Tex., over Texas Highway 183; (c) from Dallas, Tex., over Texas Highway 114 to junction Texas Highway 121, thence over Texas Highway 121 to Fort Worth, thence over U.S. Highway 377 to junction U.S. Highway 67, thence over U.S. Highway 67 to Ballinger, Tex., and return over the same route; (d) from Dallas, Tex., over U.S. Highway 80 to Fort Worth, Tex., thence over U.S. Highway 287 to Wichita Falls, Tex., and return over the same route; (e) from Dallas, Tex., to Gainesville, Tex., over U.S. Highway 77 (Interstate Highway 35); (f) from Fort Worth, Tex., to Cisco, Tex., over U.S. Highway 80; (g) from Weatherford, Tex., over U.S. Highway 180 to junction Texas Highway 351, thence over Texas Highway 351 to Abilene.

Thence over U.S. Highway 83 to Ballinger, thence over U.S. Highway 67 to San Angelo, Tex., and return over the same route; (h) from Wichita Falls, Tex., to Amarillo, Tex., over U.S. Highway 287; (i) from Burk Burnett, Tex., over U.S. Highway 281 to junction Texas Highway 79, thence over Texas Highway 79 to Olney, thence over Texas Highway 251 to Newcastle, thence over Texas Highway 24 to Graham, thence over Texas Highway 67 to junction U.S. Highway 180, thence over U.S. Highway 180 to Breckenridge, thence over U.S. Highway 183 to Brownwood, Tex., and return over the same route; (j) from Decatur, Tex., to Gainesville, Tex., over Texas Farm Highway 51; (k) from Denton, Tex., to Roanoke, Tex., over U.S. Highway 377; (l) from Rhame, Tex., to junction Texas Highway 121 over Texas Highway 114; (m) from Henrietta, Tex., to Gainesville, Tex., over U.S. Highway 82; (n) from Graham, Tex., to Decatur, Tex., over Texas Highway 24; (o) from Coleman, Tex., to junction U.S. Highway 67 over Texas Highway 206; (p) from Dublin, Tex., to Eastland, Tex., over Texas Highway 6; (q) from junction U.S. Highway 180 and Texas Highway 16 (near Palo Pinto, Tex.), to Comanche, Tex., over Texas Highway 16; (r) from Santa Anna, Tex., over U.S. Highway 84 to Coleman, thence over Texas Highway 206 to Cross Plains, thence over Texas Highway 36 to Comanche, Tex., and return over the same route; serving all intermediate points and serving points in Randall, Potter, Armstrong, Donley, Hall, Childress, Hardeman, Wilbarger, Wichita,

Clay, Montague, Cooke, Archer, Young, Jack, Wise, Denton, Shackelford, Stephens, Palo Pinto, Parker, Tarrant, Dallas, Taylor, Callahan, Eastland, Erath, Hood, Runnels, Tom Green, Coleman, Brown, and Comanche Counties, Tex., as off-route points; (2) between airports serving Wichita Falls, Tex., located in Wichita County, Tex., on the one hand, and, on the other, points in Texas, as follows:

(a) From Wichita Falls, Tex., to the boundary line of Childress and Hall Counties, Tex., over U.S. Highway 287; (b) from Wichita Falls, Tex., over Texas Highway 79 to Olney, thence over Texas Highway 251 to Newcastle, thence over Texas Highway 24 to Graham, thence over Texas Highway 67 to the boundary line of Young and Stephens Counties, Tex., and return over the same route; (c) from Graham, Tex., to Decatur, Tex., over Texas Highway 24; (d) from Wichita Falls, Tex., to Gainesville, Tex., over U.S. Highway 82; (e) from Henrietta, Tex., to Decatur, Tex., over U.S. Highway 287; (f) from Decatur, Tex., to Gainesville, Tex., over Texas Farm Highway 51, serving all intermediate points and serving points in Childress, Hardeman, Wichita, Archer, Young, Clay, Jack, Montague, Wise, and Wilbarger Counties, Tex., as off-route points; (3) between airports serving Amarillo, Tex., located in Potter and Randall Counties, Tex., on the one hand, and, on the other, points in Texas as follows: From Amarillo, Tex., to the boundary line of Hardeman and Wilbarger Counties, Tex., over U.S. Highway 287, serving all intermediate points and serving points in Armstrong, Donley, Hall, Randall, Childress, Hardeman, and Potter Counties, Tex., as off-route points. NOTE: If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 123048 (Sub-No. 84), filed February 15, 1966. 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: (1) *Farm equipment, agricultural machinery, and agricultural implements*, from points in Burt County, Nebr., to points in Colorado, Illinois, Iowa, Kansas, Michigan, Minnesota, Missouri, Montana, Nebraska, North Dakota, Ohio, South Dakota, Wisconsin, Wyoming, and Indiana, and (2) *materials, equipment, and supplies* used in the manufacture, and distribution of the commodities named in (1) above, from points in Colorado, Illinois, Iowa, Kansas, Michigan, Minnesota, Missouri, Montana, Nebraska, North Dakota, Ohio, South Dakota, Wisconsin, Wyoming, and Indiana, to points in Burt County, Nebr. NOTE: If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 123393 (Sub-No. 113), filed February 16, 1966. Applicant: BILYEU REFRIGERATED TRANSPORT CORPORATION, 2105 East Dale, Springfield, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned goods*, from Fort Smith and Springdale, Ark., to points in Pennsylvania, Mary-



land, New Jersey, and the District of Columbia. **NOTE:** Applicant states it proposes to transport exempt commodities on return. Common control may be involved. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 123393 (Sub-No. 114), filed February 16, 1966. Applicant: BILYEU REFRIGERATED TRANSPORT CORPORATION, 2105 East Dale, Springfield, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Kansas City, Kans., to points in Colorado, Utah, and Wyoming. **NOTE:** Applicant states it proposes to transport exempt commodities on return. Common control may be involved. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 123393 (Sub-No. 115), filed February 16, 1966. Applicant: BILYEU REFRIGERATED TRANSPORT CORPORATION, 2105 East Dale, Springfield, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from Fort Smith and Springdale, Ark., to points in Nevada, Washington, and Oregon. **NOTE:** Applicant states it proposes to transport exempt commodities on return. Common control may be involved. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 123393 (Sub-No. 116), filed February 16, 1966. Applicant: BILYEU REFRIGERATED TRANSPORT CORPORATION, 2105 East Dale, Springfield, Mo., 65803. 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 Memphis, Tenn. **NOTE:** Applicant states it proposes to transport exempt commodities on return. Common control may be involved. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 123393 (Sub-No. 117), filed February 17, 1966. Applicant: BILYEU REFRIGERATED TRANSPORT CORPORATION, 2105 East Dale, Springfield, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Kansas City, Kans., to points in Michigan and Indiana. **NOTE:** If a hearing is deemed necessary, applicant does not specify place of hearing.

No. MC 123393 (Sub-No. 118), filed February 17, 1966. Applicant: BILYEU REFRIGERATED TRANSPORT CORPORATION, 2105 East Dale, Post Office Box 965, Commercial Station, Springfield, Mo. 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, Nebraska, Kansas, Oklahoma, Arkansas, and Minnesota. **NOTE:** Applicant proposes to transport exempt commodities on return. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 123900 (Sub-No. 4) (Amendment), filed February 3, 1966, published FEDERAL REGISTER issue of February 25, 1966, and republished as amended this issue. Applicant: MARVIN SATENSTEIN AND SAM PRAVDER, a partnership, doing business as WEST SIDE TRANSPORTATION COMPANY, 75 Varick Street, New York, N.Y. Applicant's representative: Bert Collins, 140 Cedar Street, New York, N.Y., 10006. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Books, pamphlets, brochures*, loose, in cartons, on skids and pallets; *printed and unprinted paper*, loose, on skids or pallets, (1) between Englewood Cliffs, N.J., on the one hand, and, on the other, West Nyack, N.Y., in an interplant or warehouse service for Prentice-Hall, Inc., (2) from West Nyack, N.Y., to New York, N.Y., points in Nassau, Suffolk, and Westchester Counties, N.Y., and points in Bergen, Passaic, Essex, Hudson, Union, Somerset, Middlesex, and Morris Counties, N.J., (3) from New York, N.Y., and Saddle Brook, N.J., to West Nyack, N.Y., and (4) *returned, rejected and damaged shipments* on return. **NOTE:** Applicant states the proposed operations will be under contract with Prentice-Hall, Inc., at a new location in West Nyack, N.Y. The purpose of this republication is to clearly set forth the authority sought in (3) above. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

February 8, 1966. Applicant: MARVIN SATENSTEIN AND SAM PRAVDER, a partnership, doing business as WEST SIDE TRANSPORTATION COMPANY, 75 Varick Street, New York, N.Y. Applicant's representative: Morton E. Keil, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Books*, printed, finished and unfinished, from the plant-site of American Book-Stratford Press, Inc., at New York, N.Y., to points in Hudson County, N.J. Restriction: Under contract with American Book-Stratford Press, Inc. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 124078 (Sub-No. 179) (Amendment), filed December 27, 1965, published FEDERAL REGISTER issue of January 21, 1966, amended February 21, 1966, and republished as amended this issue. Applicant: SCHWERMANN TRUCKING CO., a corporation, 611 South 28th Street, Milwaukee, Wis., 53246. Applicant's representative: James R. Ziperski, 611 South 28th Street, Milwaukee, Wis., 53246. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Lime, limestone, and limestone products*, from points in Alabama, to points in Mississippi, Tennessee, Florida, Georgia, Louisiana, Arkansas, North Carolina, and South Carolina. **NOTE:** The purpose of this republication is to broaden the commodity description. If a hearing is deemed necessary, applicant requests it be held at Montgomery, Ala.

No. MC 124078 (Sub-No. 187) (Amendment), filed February 7, 1966, published FEDERAL REGISTER issue of February 25, 1966, amended February 24, 1966, and republished as amended this issue. 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: *Chemicals*, in bulk, from Memphis, Tenn., and Vicksburg, Miss., to points in Alabama, Arkansas, Georgia, Kentucky, Louisiana, and Mississippi. **NOTE:** The purpose of this republication is to broaden the origin points. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 124078 (Sub-No. 188), filed February 9, 1966. 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: *Fertilizer*, in bulk, from points in Georgia to points in South Carolina. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 124211 (Sub-No. 88), filed February 9, 1966. Applicant: HILT TRUCK LINE, INC., 3751 Sumner Street, Post Office Box 824, Lincoln 1, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, as defined by the Commission (except oil field commodities as described by the Commission in *Mercer Extension-Oil Field Commodities*, 74 M.C.C. 459, and commodities which, because of size or weight, require the use of special equipment), from points in Livingston County, Ill., to points in Oregon and Washington. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests that it be held at Chicago, Ill.

No. MC 124211 (Sub-No. 89), filed February 14, 1966. Applicant: HILT TRUCK LINE, INC., 3751 Sumner Street, Post Office Box 824, Lincoln 1, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Inedible offal and horsemeat*, unfit for human consumption, from points in Illinois, Indiana, Iowa, Michigan, Missouri, and Wisconsin, to points in Nebraska (except Omaha). **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Lincoln, Nebr.

No. MC 124211 (Sub-No. 90), filed February 14, 1966. Applicant: HILT TRUCK LINE, INC., 3751 Sumner Street, Post Office Box 824, Lincoln 1, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles* distributed by meat packinghouses, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and



766 (except liquid commodities in bulk, in tank vehicles), from points in Crawford, Franklin, and Hardin Counties, Iowa, to points in Illinois, Indiana, Kentucky, Michigan, Minnesota, Nebraska, Ohio, Tennessee, West Virginia, and Wisconsin. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 124236 (Sub-No. 18) (Correction), filed February 4, 1966, published in FEDERAL REGISTER issue of February 25, 1966, and republished as corrected this issue. Applicant: CHEMICAL EXPRESS, INC., 3300 Republic National Bank Building, Dallas, Tex., 75201. 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: Cement, in bulk, and in packages, from Douro (Ector County), Tex., to points in Oklahoma. NOTE: The purpose of this republication is to add and in packages. If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 124259 (Sub-No. 8), filed February 11, 1966. Applicant: CAIN BROS., INC., 3413 Crystle Road, Terre Haute, Ind. Applicant's representative: Robert C. Smith, 620 Illinois Building, Indianapolis, Ind., 46204. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Malt beverages, in containers, from Evansville, Ind., to points in Alabama, Florida, Georgia, Illinois, Kentucky, Louisiana, Michigan, Mississippi, North Carolina, Ohio, and Tennessee. Restriction: Transportation service performed shall be under a continuing contract, or contracts, with Sterling Brewers, Inc., of Evansville, Ind. NOTE: If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 124435 (Sub-No. 5), filed February 14, 1966. Applicant: CLARENCE SCHROEDER, 27626 Ford Road, Garden City, Mich. Applicant's representative: William B. Elmer, 22644 Gratiot Avenue, Kaiser Building, East Detroit, Mich., 48021. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) Brick, from Alliance, Baltic, Caledonia, Cleveland, Logan, McArthur, Mansfield, Midvale, Morrell, Robertsville, Sugar Creek, Upper Sandusky, Wadsworth, Zanesville, and Zoarville, Ohio, Darlington, Pa., and Chicago, Ill., to points in Wayne, Oakland, and Macomb Counties, Mich., under a continuing contract with Colonial Brick Co. of Detroit, Mich., and (2) brick, from Alliance, Cleveland, Mansfield, Midvale, Hanover, and Nelsonville, Ohio, Chicago, Ill., Munster and Bloomfield, Ind., to points in Wayne, Oakland, and Macomb Counties, Mich., under a continuing contract with Suburban Brick Co. of Roseville, Mich. NOTE: If a hearing is deemed necessary, applicant requests it be held at Lansing, Mich.

No. MC 124679 (Sub-No. 2), filed February 15, 1966. Applicant: C. R. ENGLAND & SONS, INC., 228 West 5th South,

Salt Lake City, Utah. Applicant's representative: Daniel B. Johnson, Warner Building, Washington, D.C., 20004. 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, sections A and C, to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209, from points in Logan County and Morgan County, Colo., to points in Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, Pennsylvania, New Jersey, Delaware, Maryland, Virginia, West Virginia, Ohio, Kentucky, Indiana, Georgia, Alabama, Florida, Washington, Oregon, California, Idaho, Nevada, Montana, Utah, Wyoming, and New Mexico, and the District of Columbia. NOTE: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 126346 (Sub-No. 2), filed January 24, 1966. Applicant: NORMAN L. HAUPT, doing business as HAUPT CONTRACT CARRIERS, 226 North 11th Avenue, Wausau, Wis. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Pig iron, in bulk, from Chicago, Ill., Cleveland and Toledo, Ohio, Duluth, Minn., Milwaukee, Wis., and North Tonawanda, N.Y., to D. J. Murray Manufacturing Co., Stettin, Marathon County, Wis., for the account of D. J. Murray Manufacturing Co. NOTE: If a hearing is deemed necessary, applicant requests it be held at Madison, Wis.

No. MC 126480 (Sub-No. 4), filed February 14, 1966. Applicant: EDWARD D. DUNN, Rural Delivery 5, Salem, Ohio. Authority sought to operate as a contract carrier, by motor vehicle, over regular routes, transporting: Vitreous enameling steel, (1) from Salem, Ohio, to Detroit, Mich., as follows: From Salem, over Ohio Highway 14 to junction Ohio Turnpike, thence over Ohio Turnpike, to junction Ohio Highway 120, thence over Ohio Highway 120 to junction Interstate Highway 75, and thence over Interstate Highway 75 to Detroit, and return over the same route, serving no intermediate points; (2) from Alliance, Ohio, to Detroit, Mich., as follows: From Alliance, over U.S. Highway 62 to Salem, Ohio, and thence to Detroit as specified in (1) above, and return over the same route, serving no intermediate points; and (3) from Youngstown, Ohio, to Detroit, Mich., as follows: From Youngstown, over U.S. Highway 62 to Salem, Ohio, and thence to Detroit as specified in (1) above, and return over the same route, serving no intermediate points. NOTE: If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich.

No. MC 126612 (Sub-No. 2), filed February 17, 1966. Applicant: SALVATORE GIARRAPUTO, doing business as SEMOLINA HAULAGE COMPANY, 86 Kent Avenue, Brooklyn, N.Y., 11211. Applicant's representative: August W. Heckman, 297 Academy Street, Jersey City, N.J., 07306. Authority sought to operate as a contract carrier, by motor

vehicle, over irregular routes, transporting: Flour, in bulk, in hopper type vehicles, from Jersey City, N.J., to the plant of Fischer Baking Co. at Newark, N.J., under continuing contract with Fischer Baking Co., a division of the Norameco Corp. NOTE: Applicant states that if the movements are found to be in intrastate commerce, applicant respectfully requests dismissal of this request for authority. If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.

No. MC 126724 (Sub-No. 7), filed February 4, 1966. Applicant: DODSON MILK TRANSIT, INC., Box 206, Orfordville, Wis. Applicant's representative: David J. MacDougall, 1 East Milwaukee, Suite 305, Janesville, Wis., 53545. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) Fresh and frozen orange juice, from points in Florida to Bancroft Dairy, located at Madison, Wis., and (2) empty corrugated cartons, from Rome, Ga., to Bancroft Dairy, located at Madison, Wis. NOTE: Applicant states the proposed operations (1) and (2) above will be for the account of Bancroft Dairy. If a hearing is deemed necessary, applicant requests it be held at Madison, Wis.

No. MC 126838 (Sub-No. 1), filed February 14, 1966. Applicant: EARNEST J. RUSH, doing business as CLARENCE F. GUTHRIE HAULING SERVICE, Rural Delivery No. 2, Canonsburg, Pa. Applicant's representative: Richard J. Smith, 1515 Park Building, Pittsburgh, Pa., 15222. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Slag, in dump vehicles, from Weirton, W. Va., to Houston and Canonsburg, Washington County, Pa. NOTE: If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 127154 (Sub-No. 2), (Amendment), filed December 22, 1965, published in FEDERAL REGISTER, issue of January 13, 1966, amended February 21, 1966, and republished as amended this issue. Applicant: BOCK TRANSPORT COMPANY, INC., Garner, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines, Iowa, 50306. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Anhydrous ammonia, in bulk, in tank vehicles, from Garner, Iowa, and points within 5 miles thereof, to points in Minnesota, Nebraska, North Dakota, South Dakota, and Wisconsin. NOTE: The purpose of this republication is to add Nebraska as a destination State. If a hearing is deemed necessary, applicant does not specify a particular location.

No. MC 127306 (Sub-No. 3), filed February 14, 1966. Applicant: M. W. McCURDY & CO., INC., 401 Nora's Lane, Houston, Tex., 77009. Applicant's representative: Harold R. Ainsworth, 2307 American Bank Building, New Orleans 12, La. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) 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 (except commodities in bulk, in tank vehicles), (2) *foods, foodstuffs, and food ingredients, and food mixtures*, (3) *chemicals, chemical blends, and ingredients*, the transportation of which does not require special equipment or tank vehicles, (4) *inedible meats, meat products, lard, tallows, and oil* (except in bulk or tank vehicles), (5) *animal, poultry, or pet foods, or ingredients*, (6) *agricultural products and those commodities included in section 203(b) (6) of Part II of the Interstate Commerce Act*, when moving in the same vehicle with those under economic regulation, and (7) *coffee, coffee extracts, blends or mixtures, tea, tea extracts, or blends, and sugar*, from Gulfport, Miss., to points in Alabama, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, Wyoming, and the District of Columbia. NOTE: If a hearing is deemed necessary, applicant requests it be held at New Orleans, La.

No. MC 127450 (Sub-No. 1), filed February 11, 1966. Applicant: T. G. GARLAND, doing business as B & W FREIGHT LINES, 1808 Haskell Avenue, Wellington, Tex., 79095. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, between Amarillo and Dodson, Tex., from Amarillo over U.S. Highway 287 to Hedley, thence over Texas Highway 203 to Wellington, thence over Farm Road 338 to Dodson and return over the same route serving the intermediate points of Quail and Wellington, Tex. NOTE: Applicant states it is authorized to interline with authorized carriers at Amarillo, Dodson, and Wellington, Tex. If a hearing is deemed necessary, applicant requests it be held at Amarillo, Tex.

No. MC 127693 (Sub-No. 1), filed February 7, 1966. Applicant: TRI-STATE TRUCK LINE, INC., 670 Airport, Liberal, Kans. Applicant's representative: Edward C. Hastings, 330 Petroleum Club Building, Denver, Colo., 80202. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except petroleum and petroleum products in bulk, in tank vehicles and household goods as defined by the Commission), moving in a circuitous manner, between Liberal, Kans. and Liberal, Kans., from Liberal, over U.S. Highway 83 to junction U.S. Highway 270, thence over U.S. Highway 270 to Forgan, Okla., thence over Oklahoma Highway 23 to Oklahoma-Texas State line, thence over Texas Highway 23 to Booker, Tex., thence over Texas Highway 15 to Perry-

ton, Tex., and thence over U.S. Highway 83 to Liberal, serving all intermediate points and serving the off-route points within 5 miles of Liberal, Kans., and Perryton, Tex. NOTE: Applicant states the proposed operation will exclude the transportation of (1) *commodities received at either Booker, Tex., or Perryton, Tex., and destined either to Booker or Perryton, Tex., and (2) commodities originating at Turpin, Forgan, Beaver, or Elmwood, Okla., destined to any of said four last named places*. If a hearing is deemed necessary, applicant requests it be held at Liberal, Kans.

No. MC 127701 (Sub-No. 1) (Correction), filed January 26, 1966, published FEDERAL REGISTER issue of February 17, 1966, and republished as corrected this issue. Applicant: PLES HARRISON AND CARL HARRISON, a partnership, doing business as HARRISON CONTRACTING COMPANY, Post Office Box 68, Berryville, Ark. Applicant's representative: Louis Tarlowski, Pyramid Life Building, Little Rock, Ark., 72201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hardwood flooring*, from Harrison and Eureka Springs, Ark., and Springfield, Mo., to points in Missouri, Kansas, Nebraska, South Dakota, North Dakota, Iowa, Minnesota, Ohio, Wisconsin, Illinois, Indiana, Michigan, and Colorado, and *returned, damaged, and rejected shipments*, on return. NOTE: The purpose of this republication is to correct applicant's name as shown above, in lieu of Ples Harris and Carl Harris, a partnership, doing business as Harris Contracting Co., which was in error. If a hearing is deemed necessary, applicant requests it be held at Springfield, Mo., or Little Rock, Ark.

No. MC 127840 (Sub-No. 5), filed February 14, 1966. Applicant: MONTGOMERY TANK LINES, INC., 7727 South Kedzie, Chicago, Ill. 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: (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, and 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 127848 (Amendment), filed January 6, 1966, published in FEDERAL REGISTER, issue of January 27, 1966, amended February 23, 1966, and republished as amended this issue. Applicant: WAYNE W. SELL CORPORATION, 236 Winfield Road, Sarver, Butler County, Pa.

Applicant's representative: Jerome Solomon, 1302 Grant Building, Pittsburgh, Pa., 15219. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime and lime products and limestone and limestone products*, from Leetsdale, Allegheny County, and Vanport, Beaver County, Pa., to points in West Virginia and Ohio. NOTE: The purpose of this republication is to correctly set forth the commodity description. If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 127909 (Correction), filed February 3, 1966, published FEDERAL REGISTER issue of February 25, 1966, and republished as corrected this issue. Applicant: J. SUPOR TRUCKING CO., INC., 83 Charlton Avenue, Lodi, N.J. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J., 07306. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel bars, rods, sheets, angles, plates, and structural steel*, between Harrison, N.J., on the one hand, and, on the other, Philadelphia, Pa., and points in New York. NOTE: Applicant states the proposed operation will be performed under a continuing contract with Newark Steel Warehouse, Inc., Harrison, N.J. The purpose of this republication is to correct applicant as a *contract carrier*, in lieu of a *common carrier*, which was in error. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 127925 (Sub-No. 1), filed February 7, 1966. Applicant: KINGSLAND PAPER HAULAGE, INC., 217 Post Avenue, Lyndhurst, N.J. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J., 07306. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Scrap or waste paper*, between Lyndhurst, N.J., on the one hand, and, on the other, New York, N.Y., and the port facilities in New York and in New Jersey within the New York, N.Y., harbor area, as defined by the Commission in Ex Parte No. 140 *Determination of the Limits of New York Harbor and Harbors Contiguous Thereto*, 49 CFR 303.1, under a continuing contract with Toga Paper Stock Co., Inc., of New York, N.Y. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or New York, N.Y.

No. MC 127946 (Sub-No. 1), filed February 14, 1966. Applicant: MARTIN ALAN, INC., Post Office Box 780, 13th and Ferguson Road, Fort Wayne, Ind. Applicant's representative: Robert W. Loser, 409 Chamber of Commerce Building, Indianapolis, Ind., 46204. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Film, flash lamps, photographic supplies*, supplies used in the printing, or reproduction industries, *picture frames, and similar decorative articles and advertising literature, and dealer aids* moving therewith (excluding motion picture film used primarily for commercial theater, and television exhibi-



tion), between the offices, laboratories, and facilities of Howard Photo Laboratories, Inc., and Howard Co., Inc., located at or near Fort Wayne, Ind., Allen County, Ind., on the one hand, and, on the other, points in Indiana, Michigan, and Ohio, service to be limited to a continuing contract, or contracts with Howard Photo Laboratories, Inc., and Howard Co., Inc. NOTE: If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 127960, filed February 14, 1966. Applicant: GUS VANDERPOL AND HENRY VANDERPOL a partnership, doing business as OAK HARBOR FREIGHT LINES, 3414 Second Avenue South, Seattle, Wash. Applicant's representative: Carl A. Jonson, 400 Central Building, Seattle, Wash. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: General commodities (except those of unusual value, and except explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between Seattle, Wash., on the one hand, and, on the other, points on and west of Interstate Highway 5 (formerly U.S. Highway 99) in Skagit County, Wash. NOTE: If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 127961 (Sub-No. 1), filed February 14, 1966. Applicant: BUSKE LINES OF INDIANA, INC., 2213 East Center Street, Warsaw, Ind. Applicant's representative: Warren C. Moberly, 1212 Fletcher Trust Building, Indianapolis, Ind. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Cans, iron, steel, or tin, from Bryan, Ohio, to Warsaw, Ind. NOTE: If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 127963, filed February 14, 1966. Applicant: DOVER SAND AND GRAVEL, INC., Mast Road, Dover, N.H. Applicant's representative: Arthur J. Piken, 160-16 Jamaica Avenue, Jamaica 32, N.Y. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Lightweight aggregate, in bulk, from Plainville, Mass., to points in New Hampshire and Maine. NOTE: If a hearing is deemed necessary, applicant requests it be held at Portsmouth, N.H.

No. MC 127970, filed February 14, 1966. Applicant: W. A. HARSHMAN, INC., Box 556, Mineral Ridge, Ohio. Applicant's representative: Earl N. Merwin, 85 East Gay Street, Columbus, Ohio, 43215. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) Welded steel pipe and tubing, boiler tubes, and steel channels, nested, from the plantsite of Van Huffel Tube Corp., located at or near Warren, Ohio, to points in Connecticut, Delaware, Kentucky, Maryland, Michigan, New York, Ohio, Pennsylvania, and West Virginia, and (2) equipment, materials, and sup-

plies used in the manufacture, packaging, or sale of the above specified commodities from points in Connecticut, Delaware, Kentucky, Maryland, Michigan, New York, Ohio, Pennsylvania, and West Virginia to the plantsite of Van Huffel Tube Corp., located at or near Warren, Ohio. NOTE: Applicant states that above proposed operation is to be under a continuing contract or contracts with Van Huffel Tube Corp., of Warren, Ohio. If a hearing is deemed necessary, applicant requests that it be held at Columbus, Ohio, or Washington, D.C.

No. MC 127971, filed February 14, 1966. Applicant: JOE E. HALL, doing business as HALL TRUCK LINE, Route No. 2 Callao, Mo., 63534. Applicant's representative: Joseph R. Nacy, 117 West High Street, Jefferson City, Mo., 65101. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Fertilizers and animal and poultry feeds, from Des Moines, Iowa, to Lancaster, La Plata, Callao, Macon, Brashear, and Moberly, Mo. NOTE: If a hearing is deemed necessary, applicant requests it be held at Jefferson City, Mo.

No. MC 127972, filed February 15, 1966. Applicant: CAMPAGNE TRUCKING, INC., 21 Stymus Avenue, Bethpage, N.Y. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J., 07306. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Airplane parts, equipment, materials, and supplies, between Bethpage, N.Y., on the one hand, and, on the other, New York, N.Y., points in Orange and Rockland Counties, N.Y., points in New Jersey, and Connecticut. Applicant states the proposed service to be performed under a continuing contract with Grumman Aircraft Engineering Co. NOTE: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 127978, filed February 23, 1966. Applicant: NEWSPRINT TRUCKING CO., a corporation, c/o John H. Yauch, Room 1701, 11 Commerce Street, Newark, N.J. Applicant's attorney: Herman B. J. Weckstein, 1060 Broad Street, Newark 2, N.J. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Newsprint and waste paper, between Garfield, N.J., on the one hand, and, on the other, Schenectady, and Rochester, N.Y., and points in New York on and south of Interstate Highway 90, and points in Connecticut, Delaware, Maryland, Massachusetts, New Hampshire, Pennsylvania, Rhode Island, Vermont, and the District of Columbia, under a continuing contract with Garden State Paper Co. of Newark, N.J. NOTE: If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.

#### MOTOR CARRIERS OF PASSENGERS

No. MC 102676 (Sub-No. 7), filed February 14, 1966. Applicant: WORCESTER BUS CO. INC., 287 Grove Street, Worcester, Mass., 01605. 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, in round-trip sightseeing and pleasure tours, beginning and ending at Worcester, Clinton, Marlboro, Southbridge, and Whitinsville, Mass., and extending to ports of entry on the international boundary line between the United States and Canada located in New York and Vermont. NOTE: Applicant states the purpose of the proposed operations is to provide services to the Canadian Centennial Exposition at Montreal, Canada, and return, during the period in 1967 when the Exposition takes place. If a hearing is deemed necessary, applicant requests it be held at Worcester, Mass.

No. MC 127967, filed February 14, 1966. Applicant: MAX WEAVER, doing business as BEND-LAKEVIEW STAGE LINE, 435 East Emerson, Bend, Oreg. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: Passengers, baggage and express, (1) from Bend, Oreg., to Lakeview, Oreg., as follows: From Bend over U.S. Highway 97 to Gilchrist, Oreg., thence northward over U.S. Highway 97 to junction Oregon Highway 31, thence over Oregon Highway 31 to junction U.S. Highway 395, thence over U.S. Highway 395 to Lakeview, Oreg.; (2) from Lakeview, Oreg., to Christmas Valley, Oreg., as follows: From Lakeview over U.S. Highway 395 to junction Oregon Highway 31, thence over Oregon Highway 31 to junction unnumbered county road, located approximately 6 miles east of Silver Lake, Oreg., thence over unnumbered county road to Christmas Valley and return over the same route; (3) from junction unnumbered county road and Oregon Highway 31, located 6 miles east of Silver Lake, over Oregon Highway 31 to junction U.S. Highway 97, thence over U.S. Highway 97 to Crescent, Oreg., thence from Crescent over U.S. Highway 97 to Bend, Oreg., serving the intermediate points of Silver Lake, Summer Lake, Paisley, and Christmas Valley, Oreg. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Bend, Oreg.

No. MC 127975, filed February 15, 1966. Applicant: KEPHART CHARTER SERVICE, INC., 1150 Calvary Road, Duluth, Minn., 55803. 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 Duluth, Minn., to Hayward, Wis.; from Duluth over U.S. Highway 53 to junction U.S. Highway 2, thence over U.S. Highway 2 to junction Wisconsin County Road P, thence over Wisconsin County Road P to junction Wisconsin County Road B, thence over Wisconsin County Road B to junction Wisconsin Highway 27, thence over Wisconsin Highway 27 to junction Wisconsin County Road A, thence over Wisconsin County Road A to junction U.S. Highway 63, and thence over U.S. Highway 63 to Hayward, and return over the same route, serving all intermediate points. NOTE: Applicant holds contract carrier authority in MC



117280 (Sub-No. 2), acquired by FC-68155. If a hearing is deemed necessary, applicant requests it be held at Duluth, Minn.

# APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN REQUESTED

No. MC 531 (Sub-No. 204), filed February 18, 1966. Applicant: YOUNGER BROTHERS, INC., 4904 Griggs Road, Post Office Box 14287, Houston, Tex., 77021. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Orange juice*, in bulk, in tank vehicles, from Los Angeles, Calif., to Glen Roy, Pa. NOTE: Common control may be involved.

No. MC 17002 (Sub-No. 28), filed February 16, 1966. Applicant: CASE DRIVEAWAY, INC., 6001 U.S. Route 60, East Huntington, W. Va. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Iron and steel and iron and steel articles* as described in 61 M.C.C. 209 (except those commodities which, because of size or weight require special equipment, and except those articles of iron and steel which are building material), from Huntington, W. Va., to points in Iowa.

No. MC 30887 (Sub-No. 142), filed February 16, 1966. Applicant: SHIPLEY TRANSFER, INC., 49 Main Street, Post Office Box 55, Reisterstown, Md. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Latex*, in bulk, in tank vehicles, from Cheswold, Del., to Lenni, Pa. NOTE: Applicant states that the purpose of this application is to eliminate the gateway (tacking point) of Baltimore, Md., via which traffic is presently being moved.

No. MC 52110 (Sub-No. 93), filed February 23, 1966. Applicant: BRADY MOTORFRATE, INC., Sixth and University, Des Moines, Iowa, 50314. Applicant's representative: David Axelrod, 39 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a common carrier, by motor vehicle, transporting: *General commodities* (except those of unusual value, classes A and B explosives, bullion, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment). Regular routes: serving the site of a terminal proposed to be constructed by Spector Freight System, Inc., on Minnesota Highway 49 in Egan Township, Dakota County, Minn., located approximately one-half mile south of the junction of Minnesota Highways 49 and 55, as an off-route point in connection with applicant's regular route operations.

Irregular Routes: (A) *General commodities* (except those of unusual value, classes A and B explosives, bullion, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment). (1) between points in Iowa; South Sioux City and Lincoln, Nebr.; Bloomington, De Kalb, O'Fallon, Peoria and Waukegan, Ill.; Kansas City, Wichita, and Topeka, Kans.; Albert Lea, Rochester and Chemolite Siding, Minn.; points in the

Minneapolis-St. Paul, Minn., commercial zone as defined by the Commission; Kansas City and St. Joseph, Mo.; points in the St. Louis, Mo., and East St. Louis, Ill., commercial zone, as defined by the Commission; and Canton, Mitchell, Sioux Falls, and Yankton, S. Dak., on the one hand, and, on the other, the site of the Spector Freight System, Inc., terminal on Minnesota Highway 49 in Egan Township, Dakota County, Minn., located approximately one-half mile south of the junction of Minnesota Highways 49 and 55, (2) between the site of the Spector Freight System, Inc., terminal on Minnesota Highway 49 in Egan Township, Dakota County, Minn., located approximately one-half mile south of the junction of Minnesota Highways 49 and 55, on the one hand, and, on the other, Crawfordsville, Evansville, Fort Wayne, Indianapolis, Lafayette and Richmond, Ind., and Cincinnati, Columbus, Dayton, Mansfield, and Massillon, Ohio, (3) between the site of the Spector Freight System, Inc., terminal on Minnesota Highway 49 in Egan Township, Dakota County, Minn., located approximately one-half mile south of the junction of Minnesota Highways 49 and 55, on the one hand, and, on the other, points in Iowa; Moline, East Moline, and Rock Island, Ill.; Omaha, Lincoln, and South Sioux City, Nebr.; Canton, Yankton, Mitchell, and Sioux Falls, S. Dak.; and Albert Lea, Rochester and Chemolite Siding, Minn.

(4) Between Portage, Ind., on the one hand, and, on the other, the site of the Spector Freight System, Inc., terminal on Minnesota Highway 49 in Egan Township, Dakota County, Minn., located approximately one-half mile south of the junction of Minnesota Highways 49 and 55, and (5) from the plants of Container Corp. of America at Carol Stream, Ill., to the site of the Spector Freight System, Inc., terminal on Minnesota Highway 49 in Egan Township, Dakota County, Minn., located approximately one-half mile south of the junction of Minnesota Highways 49 and 55. (B) *Meats, meat products and meat byproducts* (except commodities in bulk), and *articles distributed by meat packing-houses* (except commodities in bulk), 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 West Point, Nebr., to the site of the Spector Freight System, Inc., terminal on Minnesota Highway 49 in Egan Township, Dakota County, Minn., located approximately one-half mile south of the junction of Minnesota Highways 49 and 55. (C) *Frozen foods*, from Darien, Wis., to the site of the Spector Freight System, Inc., terminal on Minnesota Highway 49 in Egan Township, Dakota County, Minn., located approximately one-half mile south of the junction of Minnesota Highways 49 and 55. NOTE: Applicant states it is presently authorized to conduct operations over regular routes to and from the Minneapolis-St. Paul, Minn., commercial zone. It is also presently authorized to conduct irregular route operations to and from the Minneapolis, Minn., commercial zone to

the same extent as it seeks, by virtue of this application, to conduct operations to and from the site of the Spector Freight System, Inc., terminal.

No. MC 93003 (Sub-No. 47), filed February 14, 1966. Applicant: CARROLL TRUCKING COMPANY, a corporation, 4901 U.S. Route 60 East, Huntington, W. Va. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Iron and steel and iron and steel articles* as described in appendix V, 61 M.C.C. 209 (except those commodities which, because of size or weight, require special equipment, and except those articles of iron and steel which are building materials), from Huntington, W. Va., to points in Iowa, and *refused and rejected shipments*, on return.

No. MC 123887 (Sub-No. 2), filed February 11, 1966. Applicant: L. J. NAVY TRUCKING CO., a corporation, 202 Eighth Avenue West, Huntington, W. Va. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Malt beverages*, from Huntington, W. Va., to points in West Virginia, and *refused or rejected shipments*, on return. NOTE: Applicant states that he intends to tack the above proposed operation with that of his presently authorized certificates, wherein he is authorized to operate in the States of Illinois, Indiana, Kentucky, Michigan, Missouri, Ohio, Wisconsin, and West Virginia.

No. MC 124078 (Sub-No. 173) (Amendment), filed December 6, 1965, published FEDERAL REGISTER issue December 29, 1965, amended January 13, 1966, republished February 13, 1966, further amended February 23, 1966, and republished as further amended this issue. Applicant: SCHWERTMAN TRUCKING CO., a corporation, 611 South 28th Street, Milwaukee, Wis., 53246. Applicant's representative: James R. Ziperski (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products* (excluding chemicals derived from petroleum and petroleum products, and excluding paint ingredients), in bulk, in tank vehicles, from Milwaukee, Wis., to points in Lake, McHenry, Boone, Cook, Du Page, Kane, Whiteside, Lee, De Kalb, Ogle, Stephenson, and Winnebago Counties, Ill. NOTE: The purpose of this publication is to correctly identify the commodity proposed to be transported.

No. MC 127973, filed February 14, 1966. Applicant: GLENN D. ENGHUSEN, Highway 93 North, Eureka, Mont. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Lumber, lumber products, and building materials*, between Eureka, Mont., and Spokane, Wash.

## APPLICATION FOR BROKERAGE LICENSE

No. MC 12981, filed February 7, 1966. Applicant: NORMAN W. FALDMO AND ERMA B. FALDMO, doing business as Faldmo Tours, 68 South Sixth East, Bountiful, Utah. Applicant's representative: F. Briton McConkie, Suite



1010-1012 Deseret Building, Salt Lake City, Utah. For a license (BMC 5) to engage in operations as a *broker* at Bountiful, Utah, in arranging for the transportation, in interstate or foreign commerce, of *passengers and their baggage*, in special operations, beginning and ending at points in Davis County, Utah, and extending to points in the United States, including Alaska and Hawaii.

#### MOTOR CARRIER OF PASSENGERS

No. MC 3647 (Sub-No. 384), filed February 16, 1966. Applicant: PUBLIC SERVICE COORDINATED TRANSPORT, a corporation, 180 Boyden Avenue, Maplewood, N.J. Applicant's representative: Richard Fryling (address same as applicant). 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, moving in a circuitous manner, between points in Wayne Township, N.J.; from the junction of Valley Road and Ratzer Road, over Valley Road, Traphagen Road, Hinchmans Avenue, and Ratzer Road to junction of Valley Road, serving all intermediate points.

By the Commission.

[SEAL] H. NEIL GARSON,  
Secretary.

[F.R. Doc. 66-2454; Filed, Mar. 9, 1966;  
8:45 a.m.]

[Notice 143]

#### MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

MARCH 7, 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 protest must be served on the applicant, or its authorized representative, if any, and the protest must certify that such service has been made. The protest must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six (6) copies.

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

#### MOTOR CARRIERS OF PROPERTY

No. MC 51146 (Sub-No. 36 TA), filed March 3, 1966. Applicant: SCHNEIDER TRANSPORT & STORAGE, INC., 817 McDonald Street, Green Bay, Wis., 54303. Applicant's representative: Richard A.

Kerwin, 33 North La Salle Street, Tower Suite 3600, Chicago, Ill., 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pulpboard boxes and inserts and liners* used in connection therewith, from the plant sites of Menasha Corp., Container Division at Neenah and Menasha, Wis., to Minneapolis and Mound, Minn., and *damaged and rejected shipments* on return, for 180 days. Supporting shipper: Menasha Corp., Box 191, Menasha, Wis., 54952 (C. H. Kraus, General Traffic Manager). Send protests to: W. F. Sibbald, Jr., District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 108 West Wells Street, Room 511, Milwaukee, Wis., 53203.

No. MC 94350 (Sub-No. 158 TA), filed March 3, 1966. Applicant: TRANSIT HOMES, INC., 210 West McBel Avenue, Transit Homes Building, Post Office Box 1628, Greenville, S.C. Applicant's representative: Henry P. Willimon, Post Office Box 1075, Greenville, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers* designed to be drawn by passenger automobiles, from the plant site of Castle Enterprises, Inc., in Abingdon, Va., to points in South Carolina, North Carolina, Florida, Alabama, Tennessee, Louisiana, Mississippi, Georgia, Kentucky, and West Virginia, for 180 days. Supporting shipper: Castle Enterprises, Inc., Abingdon, Va. Send protests to: Arthur B. Abercrombie, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 509 Federal Building, 901 Sumter Street, Columbia, S.C., 29201.

No. MC 107107 (Sub-No. 362 TA), filed March 3, 1966. Applicant: ALTERMAN TRANSPORT LINES, INC., 2424 Northwest 46th Street, Post Office Box 458, Alapattah Station, Miami, Fla., 33142. Applicant's representative: Ford W. Sewell (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cheese spread and salad dressing*, from Dallas, Tex., to Nashville, Tenn., and Lynchburg, Va., for 180 days. Supporting shipper: Texas Fine Food Products, Inc., 910 North Lancaster, Dallas, Tex., 75203. Send protests to: Joseph B. Teichert, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 1621, 51 Southwest 1st Avenue, Miami, Fla., 33130.

No. MC 110264 (Sub-No. 34 TA), filed March 2, 1966. Applicant: ALBUQUERQUE PHOENIX EXPRESS, INC., 4500 McLeod Road NE., Post Office Box 404, Albuquerque, N. Mex., 87103. Applicant's representative: Paul F. Sullivan, Suite 913, Colorado Building, Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except livestock, commodities of unusual value, household goods, and commodities requiring special equipment), (1) between El Paso, Tex., and Tularosa, N. Mex., over U.S. Highway 54, and return over the same route, serving all intermediate

points and the off-route point of Ruidoso, N. Mex.; from El Paso, Tex., over U.S. Highways 62 and 180 to Carlsbad, N. Mex., thence over U.S. Highway 285 to Roswell, N. Mex., thence over U.S. Highway 70 to Tularosa, N. Mex., and return over the same route, serving all intermediate points, and all points in New Mexico east of U.S. Highway 285 within 30 miles of Carlsbad, N. Mex., as off-route points, (2) between Tularosa, N. Mex., and Vaughn, N. Mex., over U.S. Highway 54, serving all intermediate points, (3) between Alamogordo, N. Mex., and Artesia, N. Mex., serving all intermediate points, and the site of the U.S. Government Solar Furnace approximately 3.5 miles north of Cloudcroft, N. Mex., as an off-route point, from Alamogordo over U.S. Highway 54 to a junction with New Mexico Highway 83, thence over New Mexico Highway 83 to Artesia and return over the same route, (4) between Orogrande, N. Mex., and the White Sands Missile Range, N. Mex., serving no intermediate points, over unnumbered highway, for 180 days. Supporting shippers: There are approximately 80 supporting statements attached to the application which may be examined here at the Interstate Commerce Commission in Washington, D.C. Send protests to: Jerry R. Murphy, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 109 U.S. Courthouse, Albuquerque, N. Mex., 87101.

No. MC 115257 (Sub-No. 24 TA), filed March 2, 1966. Applicant: SHAMROCK VAN LINES, INC., Office: 432 North Belt Line Road, Post Office Box 5447, Dallas, Tex., 75201. Applicant's representative: Max Morgan, 450 American National Building, Oklahoma City, Okla., 73102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Recreational amusement devices and equipment, race tracks, uncrated*, from the plant-site of H & H Manufacturing Co., Anaheim, Calif., to points in the United States, for 180 days. Supporting shippers: H & H Manufacturing Co., Division of Miniature Grand Prix Racing Association, Inc., Mr. Richard A. Hall, general manager, 800 South Brookhurst Avenue, Suite 21, Anaheim, Calif. Send protests to: E. K. Willis, Jr., District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 513 Thomas Building, 1314 Wood Street, Dallas, Tex., 75202.

No. MC 124078 (Sub-No. 189 TA), filed March 2, 1966. Applicant: SCHWERTMAN TRUCKING CO., 611 South 28th Street, Milwaukee, Wis., 53246. Applicant's representative: James R. Ziperski (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid yeast*, in bulk, in tank trucks, from Peoria Heights, Ill., to Milwaukee, Wis., for 150 days. Supporting shipper: Pabst Brewing Co., 917 West Juneau Avenue, Milwaukee, Wis., 53201 (F. P. Daleiden, Director of Traffic). Send protests to: W. F. Sibbald, Jr., District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 108 West Wells Street,



Room 511, Milwaukee, Wis., 53203.

No. MC 124834 (Sub-No. 4 TA), filed March 2, 1966. Applicant: COFFEE TRANSPORT CORPORATION, 345 Butler Street, Brooklyn 17, N.Y. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods, edible nuts*, (a) between Carlstadt, N.J., and New York, N.Y., and (b) between New York, N.Y., on the one hand, and, on the other, points in New Jersey; and *Coffee*, between New York, N.Y., on the one hand, and, on the other, points in New Jersey, for 150 days. Supporting shipper: Chock Full O'Nuts Corp., 345 Butler Street, Brooklyn, N.Y. Send protests to: Robert E. Johnston, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 346 Broadway, N.Y., 10013.

No. MC 127196 (Sub-No. 3 TA), filed March 3, 1966. Applicant: ZERBIN L. KLINE AND JAMES L. KLINE, doing business as KLINE TRUCKING, Rural Delivery No. 1, Millville, Pa. Applicant's representative: McNeese, Wallace & Nurick, Post Office Box 432, Harrisburg, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Materials, supplies and/or component parts used in the manufacture of mobile homes*, from the plant side of I. L. C. Products Co. of Pennsylvania at or near Millville, Columbia County, Pa., to Sodas, Wayne County, and Batavia, Genesee County, N.Y., for 180 days. Supporting shipper: Industrial Lamp Corp., 14th and Blaine Streets, Elkhart, Ind. Send protests to: Kenneth R. Davis, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 309 U.S. Post Office Building, Scranton, Pa., 18503.

No. MC 127557 (Sub-No. 1 TA), filed March 3, 1966. Applicant: COMMERCIAL TRANSPORTATION, INC., 856 Warner Street SW., Atlanta, Ga., 30310. Applicant's representative: Virgil H. Smith, Smith, Spears & Sears, Suite 431, Title Building, Atlanta, Ga., 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, from Pittsburgh, Pa., to Augusta and Fitzgerald, Ga., for 150 days. Supporting shipper: A. B. Beverage Co., Inc., 1103 Talcot Street Extended, Augusta, Ga. Send protests to: William L. Scroggs, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 680 West Peachtree Street NW., Room 300, Atlanta, Ga., 30308.

No. MC 127982 TA, filed March 2, 1966. Applicant: ROBERT SCHREIBER TRUCKING COMPANY, INC., Hebron, Ind. Applicant's representative: Robert H. Levy, 29 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer, feed and feed ingredients*, in dump trucks and/or self-unloaders, from the plant site and warehouse facilities of Darling & Co., Inc., at Chicago, Ill.,

to points in Michigan south and west of Michigan Highway 89 and west of Michigan Highway 27; to points in Wisconsin south and east of Wisconsin Highway 15; and to points in Indiana south of Indiana Highway 16 and east of Indiana Highway 35 and north of Indiana Highway 36 and east of U.S. Highway 69, for 180 days. Supporting shipper: Darling & Co., Inc., 4201 South Ashland Avenue, Chicago, Ill. Send protests to: Heber Dixon, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 308 Federal Building, Fort Wayne, Ind., 46802.

No. MC 127985 TA, filed March 2, 1966. Applicant: ARTHUR V. AMABILE, doing business as ANA TRANSPORTATION CO., 25-25 Borden Avenue, Long Island City, N.Y. Applicant's representative: William D. Traub, 10 East 40th Street, New York, N.Y., 10016. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Bakery products and snack foods*, from Right Way Distributing Corp.'s distribution center at Bronx, N.Y., to points in New Jersey, points in Philadelphia, Northampton, Lehigh, and Berks Counties, Pa. and points in Westchester, Rockland, Nassau and Suffolk Counties, N.Y.; *returned, refused, and surplus bakery products and snack foods and empty shipping containers* in the reverse direction, for 180 days. Supporting shipper: Right Way Distributing Corp., 25-25 Borden Avenue, Long Island City, N.Y., 11101. 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 127988 TA, filed March 3, 1966. Applicant: LEON F. FIALA, doing business as FIALA FEED AND GRAIN CO., Osceola, Nebr. Applicant's representative: C. A. Ross, 714 South 45th, Lincoln, Nebr. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Feed ingredients to be used in dry animal and poultry feeds, dry animal and poultry minerals feed mixtures* manufactured at Osceola, Nebr., from Osceola, Nebr., to Iowa, Minn., and points in South Dakota and Kansas, for 180 days. Supporting shipper: Osceola Feed Mill Elevator, Inc., Osceola, Nebr. Send protests to: Max H. Johnston, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 315 Post Office Building, Lincoln, Nebr., 68508.

By the Commission.

[SEAL]

H. NEIL GARSON,  
Secretary.

[F.R. Doc. 66-2525; Filed, Mar. 9, 1966; 8:49 a.m.]

[Notice 891]

## MOTOR CARRIERS OF PROPERTY

### Applications

MARCH 7, 1966.

The following application is governed by the Interstate Commerce Commission's special rules governing notice of

filing of applications by motor carriers of property or passengers under sections 5(a) and 210a(b) of the Interstate Commerce Act, and certain other proceedings with respect thereto. (49 CFR 1.240).

### MOTOR CARRIER OF PROPERTY

No. MC-F-9352 (ANTHONY H. SANTIAGO—PURCHASE—ANTHONY H. SANTIAGO AND MARIO CECCHINI), published in the March 2, 1966, issue of the FEDERAL REGISTER (vol. 31, No. 41), on page 3327. This application was inadvertently published under section 5 through error, and is hereby withdrawn.

By the Commission.

[SEAL]

H. NEIL GARSON,  
Secretary.

[F.R. Doc. 66-2526; Filed, Mar. 9, 1966; 8:49 a.m.]

[No. MC-120001 (Sub-No. 1)]

## ALJAY TRUCKING CORP.

### Notice of Filing of Petition

*Order.* At a session of the Interstate Commerce Commission, division 1, held at its Office in Washington, D.C., on the 23d day of February A.D. 1966.

Upon consideration of the record in the above-entitled proceeding; and of petition of applicant, filed January 14, 1966, for waiver of Rule 1.101(e) of the Commission's general rules of practice, embracing tendered petition for modification of certificate No. MC-120001 (Sub-No. 1), and alternate request for assignment of petition for oral hearing with petitioner's application in No. MC-120001 (Sub-No. 5); and good cause appearing therefor:

*It is ordered*, That Rule 1.101(e) of the Commission's general rules of practice be, and it is hereby, waived, and the tendered petition accepted for filing;

*It is further ordered*, That the petition accepted for filing in the first ordering paragraph hereof be, and it is hereby, designated for oral hearing together with No. MC-120001 (Sub-No. 5), at a time and place to be hereafter fixed;

*And it is further ordered*, That notice of the filing of the petition and of the action taken by this order be published in the FEDERAL REGISTER.

By the Commission, Division 1.

[SEAL]

H. NEIL GARSON,  
Secretary.

[F.R. Doc. 66-2527; Filed, Mar. 9, 1966; 8:49 a.m.]

## FOURTH SECTION APPLICATIONS FOR RELIEF

MARCH 7, 1966.

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

### LONG-AND-SHORT HAUL

FSA No. 40341—*Joint motor-rail rates—Southern Motor Carriers.* Filed



by Southern Motor Carriers Rate Conference, agent (No. 133), for interested carriers. Rates on property moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in southern territory, on the one hand, and points in Middle Atlantic and New England territories, on the other.

Grounds for relief—Motortruck competition.

Tariff—Supplement 21 to Southern Motor Carriers Rate Conference, agent, tariff MF-ICC 1361.

FSA No. 40342—*Lumber articles from, to, and between points in southwestern territory.* Filed by Southwestern Freight Bureau, agent (No. B-8819), for interested rail carriers. Rates on built-up or combined wood, plywood, and solid hardwood lumber (other than flooring), in carloads, from, to, and between points in southwestern territory.

Grounds for relief—Market competition.

Tariffs—Supplement 110 to Southwestern Freight Bureau, agent, tariff ICC 3929 and other schedules named in the application.

FSA No. 40343—*Fresh meats and packinghouse products from Sterling, Colo.* Filed by Western Trunk Line Committee, agent (No. A-2444), for interested rail carriers. Rates on fresh meats and packinghouse products, in carloads, from Sterling, Colo., to points in southern territory.

Grounds for relief—Market competition.

Tariff—Supplement 30 to Western Trunk Line Committee, agent, tariff ICC A-4518.

FSA No. 40344—*Soybeans to Chicago, Ill. (for export).* Filed by Illinois Central Railroad Co. (No. 100), and Gulf, Mobile, and Ohio Railroad Co. (No. 100), for themselves. Rates on soybeans, in bulk, in carloads, from points in southern Illinois on the IC and GM&O railroads, to Chicago, Ill. (for export).

Grounds for relief—Compliance with Docket 34348, *Board of Trade of the City of Chicago v. Illinois Central Railroad Co.*, et al., 325 ICC 412.

Tariffs—Illinois Central Railroad Co. tariff ICC A-12087, and supplement 82 to Gulf, Mobile and Ohio Railroad Co. tariff ICC 299.

FSA No. 40345—*Joint motor-rail rates—Southern Motor Carriers.* Filed by Southern Motor Carriers Rate Conference, agent (No. 134), for interested carriers. Rates on property moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in southern territory; also between points in southern territory, on the one hand, and points in Middle Atlantic and New England territories, on the other.

Grounds for relief—Motortruck competition.

Tariffs—Supplements 23 and 21 to Southern Motor Carriers Rate Confer-

ence, agent, tariffs MF-ICC 1351 and 1361, respectively.

By the Commission.

[SEAL]

H. NEIL GARSON,  
Secretary.

[F.R. Doc. 66-2528; Filed, Mar. 9, 1966;  
8:49 a.m.]

## DEPARTMENT OF THE TREASURY

### Coast Guard

[CGFR 66-15]

#### SECURITY ZONE PORT CANAVERAL— CAPE KENNEDY AND ADJACENT AREAS AT JOHN F. KENNEDY SPACE CENTER

##### Designation and Establishment

By virtue of the authority vested in me as Commandant, U.S. Coast Guard, by Treasury Department Order 120 dated July 31, 1950 (15 F.R. 6521), and Executive Order 10173, as amended by Executive Orders 10277, 10352, and 11249, I hereby affirm for publication in the FEDERAL REGISTER the order of G. R. Reynolds, Captain, U.S. Coast Guard, Acting Commander, 7th Coast Guard District, who has exercised authority as District Commander, to be effective upon publication in the FEDERAL REGISTER, such order reading as follows:

##### SPECIAL NOTICE SECURITY ZONE PORT CANAVERAL—CAPE KENNEDY

Pursuant to the request of the Commander, Air Force Eastern Test Range and the Director, Kennedy Space Center, and acting under the authority of the Act of June 15, 1917 (40 Stat. 220), as amended, and the regulations in Part 6, Subchapter A, Chapter I, Title 33 of the Code of Federal Regulations, and as Captain of the Port, Port Canaveral, Fla., I hereby designate and establish a security zone as follows:

All land, water, and land and water bounded by and within the perimeter commencing at the northeast corner of the intersection of the Cape Canaveral Barge Canal and Intra-Coastal Waterway in the Banana River, at position 28°24.5' N., 80°38.7' W., northerly along the east side of the Intra-Coastal Waterway to NASA Causeway East (Orsino Causeway), thence westerly along the southern edge of NASA Parkway to the intersection with Kennedy Parkway North, thence northerly along the western edge of Kennedy Parkway North to NASA Permanent Gate No. 4, thence northeasterly to NASA Permanent Gate No. 6 and extending therefrom, on the same line, to a point 3 miles offshore at position 28°40.3' N., 80°34.6' W., thence southerly along a line 3 miles from the coast to wreck buoy WR6, thence to Port Canaveral Channel Lighted Buoy 10, thence westerly along the northern edge of the Port Canaveral and the Barge Canal to the starting point.

The area designated herein shall be closed to all vessels and persons, except those vessels and persons authorized by Commander, 7th Coast Guard District, or Captain of the Port, Port Canaveral, Fla., whenever space vehicles are to be launched by the U.S. Government. Under normal conditions the area will be closed commencing at 6 a.m. on the day a space vehicle is scheduled for launching and will continue to be closed until one hour after launching. The closing of the area will be signified by the display of a red

ball from a 90-foot pole near the shoreline at approximately 28°35' N., 80°34.6' W. and from a 90-foot pole near the shoreline at approximately 28°25.3' N., 80°35' W. When circumstances permit, the closing of the aforementioned area will be announced in Local Notices to Mariners.

All persons and vessels are directed to remain outside of the closed area when the aforesaid signals are displayed. This order will be enforced by the Captain of the Port, Port Canaveral, Fla., and by U.S. Coast Guard personnel and vessels under his command. The aid of other Federal, State, Municipal and private agencies may be enlisted under the authority of the Captain of the Port in the enforcement of this order.

Penalties for violation of the above order: Section 2, Title II of the Act of June 15, 1917, as amended, 50 U.S.C. 192, provides as follows: If any owner, agent, master, officer or person in charge, or any member of the crew of any such vessel fails to comply with any regulations or rule issued or order given under the provisions of this title, or obstructs or interferes with the exercise of any power conferred by this title, he shall be punished by imprisonment for not more than 10 years and may, at the discretion of the court, be fined not more than \$10,000.

Dated: March 4, 1966.

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

[F.R. Doc. 66-2523; Filed, Mar. 9, 1966;  
8:49 a.m.]

#### Office of Foreign Assets Control IMPORTATION OF HUMAN PROCESSED HAIR DIRECTLY FROM FRANCE

##### Available Certifications by the Government of France

Notice is hereby given that certificates of origin issued by the Ministère de l'Industrie of the Government of France 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 into the United States directly, or on a through bill of lading, from France of the following additional commodity:

Hair, human, processed (wigs, etc.)

[SEAL] MARGARET W. SCHWARTZ,  
Director,  
Office of Foreign Assets Control.

[F.R. Doc. 66-2573; Filed, Mar. 9, 1966;  
8:50 a.m.]

## DEPARTMENT OF DEFENSE

### Office of the Secretary

[DoD Directive 5105.22]

#### DEFENSE SUPPLY AGENCY

##### Organizational Statement

DECEMBER 9, 1965.

The Deputy Secretary of Defense approved the following on December 9, 1965:

References: (a) DoD Directive 5105.22, "Defense Supply Agency (DSA), November 6, 1961 (canceled herein);



(b) The Deputy Secretary of Defense Memorandum for the Director-Designate, Defense Supply Agency (and others), "Establishment of the Defense Supply Agency (DSA)," September 12, 1961 (canceled herein); and

(c) DoD Instruction 5105.30, "Items Assigned to the Defense Supply Agency for Integrated Management," April 12, 1963.

**I. Reissuance.** This Directive reissues reference (a) to incorporate the additional supply and service functions assigned to the Defense Supply Agency since 1961. References (a) and (b) are hereby superseded and canceled.

**II. General.** Established pursuant to authority vested in the Secretary of Defense, the Defense Supply Agency (DSA) is an agency of the Department of Defense under the direction, authority, and control of the Secretary of Defense and subject to DoD policies, directives and instructions.

**III. Mission and scope.** A. As an element of the Defense military logistics system, the effort and operations of DSA will be oriented primarily toward logistics support of the missions of the Military Services and the Unified and Specified Commands under all conditions of peace and war.

B. The DSA mission, in accordance with section II, is to:

1. Provide effective, and economical support to the Military Services, other DoD Components, Federal Civil Agencies, Foreign Governments and others as authorized for assigned:

a. Materiel commodities and items of supply (hereafter referenced as "items"), which are determined, through application of approved DoD criteria, to be susceptible of integrated management by a single agency for all of the Military Services or as otherwise assigned by the Secretary of Defense.

b. Logistics services directly associated with the supply management function and other support services as directed by the Secretary of Defense.

2. Administer the operation of DoD programs as assigned.

C. DSA operations will be conducted within the United States, excluding Alaska and Hawaii, except as specifically extended by the Secretary of Defense.

**IV. Organization.** A. DSA shall consist of:

1. A Director, a Deputy Director, a headquarters establishment and such subordinate units, facilities, and activities as specifically assigned or attached to the Agency by the Secretary of Defense.

2. Such subordinate units as may be established by the Director, DSA, for the accomplishment of DSA's mission.

B. The chain of command shall run from the Secretary of Defense to the Director, DSA.

**V. Defense Materiel Council.** A. The Defense Materiel Council (DMC), constituted as indicated below, will advise and assist the Secretary of Defense in the direction and control of DSA.

1. The principal members shall be the Deputy Secretary of Defense, as Chairman; the Secretaries of the Military Departments; the Chairman, Joint Chiefs

of Staff; and the Assistant Secretary of Defense (Installations and Logistics).

2. The Materiel Secretaries of the Military Departments and the Director for Logistics (J-4) of the Joint Staff shall be alternates for their respective principals.

B. The Council will also be available for consultation with the Director, DSA, on such matters as he or any member may bring before it. It will meet as regularly as necessary, but not less than quarterly.

**VI. Responsibilities.** DSA, under the direction and operational control of the Director, in accordance with section III, shall be responsible for:

A. Providing, as authorized and directed by the Secretary of Defense, responsive, effective, and economical support to:

1. The Military Services and other DoD Components.

2. Federal Civil Agencies.

3. Foreign Governments and others.

B. The organization, direction, management, administration, and control of the Supply and service functions of assigned subordinate units, facilities and activities.

C. Monitoring DoD supply relationships with the General Services Administration.

D. The management (including organization, direction, procurement, administration, and control) of items, services, and programs designated herein and as may be directed by the Secretary of Defense.

E. A wholesale distribution system for assigned items.

F. Providing assigned contract administration services in support of the Military Services, other DoD Components, Federal Civil Agencies, and, when authorized, to Foreign Governments and others.

G. Administration and supervision of such Programs as may be directed by the Secretary of Defense.

H. Systems analysis and design, procedural development, and maintenance for supply and service systems as assigned by the Secretary of Defense.

**VII. Functions.** Under its Director, DSA will perform the following functions:

A. **Coordinated procurement.** 1. Administer the Department of Defense Coordinated Procurement Program.

2. Recommend criteria and maintain procedures for coordinated procurement assignments of all DoD components.

3. Recommend to the ASD(I&L) new coordinated procurement assignments and changes to existing assignments for all DoD components.

4. Review and evaluate the operation of the DoD Coordinated Procurement Program, and make changes as required and authorized to improve the effectiveness of operations.

5. Conduct coordinated procurement as assignee for commodities designated by the ASD(I&L).

B. **Cataloging.** 1. Administer the Federal Catalog System.

2. Develop, review, and control the operating procedures, rules and regulations for the Federal Catalog System pertaining to item classification, identification, Federal Stock Number assignment and central file maintenance. Based upon analysis of Federal Catalog System operation, recommends new and revised policies to ASD(I&L) to improve the system.

3. Develop and maintain the central, single official record of Federal Catalog data for all items of supply in the Federal Catalog System, including all identification and classification data and those elements of management data appropriately contained therein.

4. Insure the exclusive use of Federal Catalog Data in the preparation, publication, distribution, and maintenance of the DoD Sections of the Federal Catalog, and that the publication of Identification and Management Data Lists are fully synchronized.

5. Furnish to the Military Services, Defense Supply Centers, Civil Agencies, NATO countries, and other friendly foreign governments, such Federal Catalog data as are required and requested for item identification, classification, and maintenance of the Federal Catalog System. This includes such management data as are centrally recorded and utilized by the Military Services and Civil Agencies for the publication of Management Data Lists.

6. Prepare and publish on a centralized basis, for all DoD uses, identification lists, and cross-reference lists in a standard DoD format.

7. Operate as the single submitting activity in the Federal Supply Groups and Classes assigned to DSA, and prepare item identification for NATO and other friendly foreign governments as assigned.

8. Represent the DoD, as required, in negotiations with Federal Civil Agencies, NATO, and other friendly foreign governments, industry and other non-defense activities in matters concerning the administration of the Federal Catalog System.

C. **Excess and surplus disposal (personal property).** 1. Administer the DoD Excess, Surplus, and Foreign Excess Personal Property Disposal Program in CONUS and overseas in accordance with DoD policy.

2. Represent the DoD as required in negotiations with other Federal Departments and Agencies on matters of mutual interest in the disposal of excess, surplus and foreign excess personal property.

3. Develop, review and prescribe techniques, systems and procedures for preparation and disposal of excess, surplus and personal property, including foreign excess. Recommend to the ASD(I&L) as appropriate revisions to DoD policies.

4. In cooperation with the Military Departments, develop and establish workload, performance and cost standards for all CONUS activities that are reimbursed from surplus sales proceeds. Exercise supervision of the program level of individual disposal activities through adherence to such established standards. Assist in establishment of the reimburs-



able obligational authority required for the disposal activity program of each DoD component, by recommending program levels by individual activity and changes thereto when appropriate, as a result of analyses carried out during the year.

5. Maintain reporting system for DoD worldwide excess and surplus personal property, including foreign excess, and prepare reports as required. Recommend to the Assistant Secretary of Defense (Comptroller) any necessary refinements to the specificity of the expenses authorized to be reimbursed from proceeds of surplus sales.

6. Direct, manage and operate Defense Surplus Sales Offices.

7. Administer a consolidated holding activity program within CONUS with authority to determine the disposal activities required and resolve differences.

**D. Utilization (personal property and retail interservice support).** 1. Administer the Defense Materiel Utilization Program in CONUS and overseas in accordance with DoD policy.

2. Develop systems and procedures for and recommend to the Secretary of Defense assignments of responsibility to the Military Departments to assure the cross-utilization of assets in order to minimize new procurement, stockage and transportation costs.

3. Review and evaluate the operation of assigned utilization responsibilities and make changes as required to improve the effectiveness of operations.

4. Administer the Retail Interservice Logistic Support Program, in coordination with Military Services and other DoD components, as prescribed by DoD policies.

5. Prepare and disseminate reports on operation of the Defense Materiel Utilization Program and the Retail Interservice Logistic Support Program as required.

**E. Systems analysis and design.** 1. Conduct analysis, as directed by the Secretary of Defense, of the operations of the supply and service systems of the Military Services in order to recommend improvements in integrated management techniques.

2. Design and implement improved supply and service systems for the management responsibilities assigned to DSA.

3. Develop plans, systems, and procedures to assure a close and responsive relationship between DSA operations and the war plans and logistics requirements of the Joint Chiefs of Staff and the Military Services.

4. Design and implement DSA systems to insure effectiveness, reliability and survivability in time of war or emergencies.

5. Review and evaluate the operation of the supply and service systems assigned to DSA and make changes as required to improve the effectiveness of operations.

6. Perform analysis, design, maintenance, and surveillance of standard DoD data systems as may be directed by the Secretary of Defense.

**F. Item entry control.** 1. Administer the DoD Item Entry Control Program.

2. Provide DoD-wide counsel and leadership in the development of techniques and systems to prevent the entry of unnecessary items into the DoD Supply System; foster industry cooperation; and coordinate and monitor the direction and progress of the program to insure expeditious and effective DoD-wide implementation.

3. Manage and conduct the DSA portion of the DoD Item Entry Control Program.

**G. Contract administration services.** Within CONUS and overseas, as directed, provide assigned contract administration services to the Military Departments and other DoD components, Federal Civil Agencies, and when authorized to Foreign Governments and others. Among the more significant functions performed are the following:

1. **Industrial security.** Administer the Department of Defense Industrial Security Program. Establish procedures, requirements and practices to insure effective protection of classified information (including foreign classified information) in the hands of contractors located within the United States, including Alaska and Hawaii, its possessions, trust territories and Puerto Rico, and such other areas as are specifically authorized by the Secretary of Defense.

2. **Contract administration.** Perform contract administration including plant clearance, utilization and disposal of contract inventories, administration of Government furnished property, financial analysis, review of contractor management systems, price and cost analysis (excluding examination of contractor's financial records), convenience termination settlements, small business and economic utilization, negotiate contract changes pursuant to the changes clause, determine allowability of cost and such other functions as are delegated.

3. **Production.** Conduct pre-award surveys and surveillance of contractors' production effort and industrial resources, and arrange for packaging and transportation support.

4. **Quality assurance.** Evaluate contractors' quality and reliability programs for conformance with contractual provisions; perform product verification inspection and testing for acceptance or rejection of supplies and services in accordance with the quality and reliability provisions of the contracts.

5. **Engineering liaison.** Provide engineering liaison and assistance to system/project managers and purchasing offices.

6. **Management data.** Provide management data for procuring activities and inventory managers including contract shipments, fund status, and contractual disbursements.

**H. DoD/General Services Administration supply relationships.** 1. Monitor supply support arrangements between DoD components and GSA concerning procurement, storage and distribution of materiel within the United States or overseas.

2. Review and evaluate performance by GSA under approved arrangements, and in collaboration with the Military Departments, take steps to assure efficient use of GSA services.

3. Recommend to the ASD(I&L) action on proposals to support Federal Civil Agencies with DSA-assigned materiel.

4. Maintain and implement criteria for assignment of supply management responsibility between DSA and GSA in Federal Supply Groups, classes, and items designated for integrated management within DoD; recommend changes in criteria to the ASD(I&L) as required.

**I. Industrial plant equipment.** 1. Administer the DoD Industrial Plant Equipment Program to insure the reutilization of available assets.

2. Maintain and control a reserve of IPE to meet peacetime and mobilization needs. Rebuild items in the reserve as necessary.

3. Review and evaluate the operation of the DoD Industrial Plant Equipment Program and recommend changes as required to improve the effectiveness of operations.

**J. ADPE reutilization screening.** Administer the DoD-wide program for redistribution/reutilization of excess Government-owned and rented automatic data processing equipment (ADPE).

**K. Warehousing gross performance measurement.** Administer the DoD Warehousing Gross Performance Measurement System.

**L. Technical (RDT&E) report services.** 1. Receive, store, announce, retrieve and provide secondary distribution of scientific and technical documents.

2. Receive, store, retrieve and disseminate information on current Research and Exploratory Development work.

**M. Centralized referral system for displaced DoD employees.** 1. Serve as the operating agency for the Nation-wide Centralized Referral System for Displaced Employees.

2. Coordinate the DoD referral and placement responsibilities within Zone 3 (Chicago and St. Louis Civil Service Regions).

**N. Automation of the career program for civilian procurement personnel.** Administer the automated phases of the DoD Civilian Procurement Career Development Program.

**O. Defense automatic addressing system.** Administer operation of the Defense Automatic Addressing System for logistics management data.

**P. Civil defense materiel support.** Administer assigned logistics operations contingent to the National Civil Defense Program within the policies and programs established by the Director of Civil Defense, Office of the Secretary of the Army.

**Q. Materiel management.—1. Item management classification.** a. Under policies and criteria prescribed by the ASD(I&L) and in coordination with the Military Services, establish and maintain procedures for the coding and classifica-



tion of items to be placed or maintained under integrated management and for resolving item management coding and classification conflicts between the Military Services and DSA.

b. Determine the method of management (e.g. central stocking vs local purchase) of assigned items.

2. *Requirements and supply control (assigned items).* a. Compute requirements for DSA distribution system stockage and replenishment needed for support of authorized customers.

b. Obtain forecasts of Special Program Requirements (SPR) and mobilization materiel requirements. Review for suitability and, in the case of mobilization requirements, for conformance to DoD criteria.

c. Compute mobilization materiel requirements, initial service support requirements (provisioning), and/or Special Program Requirements (SPR) when, and in the manner, mutually agreed upon between DSA and the supported Military Service or other customer agency.

d. Utilize current and projected requirements in relation to available resources for the purpose of budgeting, procurement, positioning, maintenance, retention, and disposal.

e. Provide necessary planning information to Military Services and other authorized customers on supply capabilities in support of mobilization and peacetime program requirements.

3. *Procurement.* a. Conduct or direct procurement of assigned or otherwise designated items and services to meet the needs of the Military Services and other authorized customers.

b. Administer the procurement priorities and allocation authorities as authorized by the ASD(I&L).

4. *Quality and reliability assurance.* Takes appropriate action to assure the quality and reliability of materiel procured by DSA, and/or stored and maintained in the DSA distribution system.

5. *Industrial mobilization planning.* a. Conduct industrial mobilization and industrial readiness planning in assigned area of responsibility.

b. Maintain and publish revisions to the DoD Register of Planned Emergency Producers (RPEP).

6. *Storage.* a. For DSA assigned items, and as assigned, for Service managed items, Civil Defense items, and items managed by other Government agencies:

(1) Determine requirements for storage space.

(2) Arrange for use of storage space and related services and facilities of the DoD, other Government agencies, and commercial storage facilities as necessary.

b. Manage, control, and operate assigned depots and storage facilities.

c. Administer the DoD commercial warehouse service plan for general merchandise warehouses and refrigerated storage.

7. *Inventory and distribution.* a. Establish and maintain inventory procedures and distribution control, including reporting systems, over items owned and managed by DSA.

b. Control the distribution, redistribution, or disposition of assigned serviceable and repairable items of supply controlled by DSA or controlled by but excess to the needs of the individual installations of the Military Services and other authorized customers.

c. Provide for stock positioning of mobilization reserve stocks consistent with contingency, emergency, and mobilization plans.

d. Establish procedures for direct CONUS support of field and operating forces and outside CONUS when mutually agreed upon by DSA and the supported Service.

e. Account for and control DSA-owned property in the hands of Government manufacturing plants.

f. Institute measures in coordination with the using Military Services for the use of available assets of interchangeable and substitutable DSA-managed items.

8. *Research and development, and engineering support.* a. Recommend to the Military Departments, or to the Director of Defense Research and Engineering, as appropriate, any new or changed research, development and engineering projects considered desirable, to:

(1) Improve materials, items, and methods within the commodity jurisdictions assigned, and

(2) Promote the elimination of undesirable duplication.

b. Arrange through the appropriate Military Department and the Office of the Secretary of Defense for R. & D. and Engineering effort required by DSA in the performance of its mission.

9. *Transportation.* Arrange for transportation of DSA-owned materiel for initial distribution of stocks from supplier to point of storage, from point of storage or supplier direct to consumer, and for redistribution between storage points.

10. *Maintenance and manufacture.* a. Manage, control and operate assigned maintenance and manufacturing facilities.

b. Develop programs, schedules, and technical guidance and provide or arrange for the maintenance, manufacture, modification, conversion, rehabilitation, reconstitution or assembly of DSA-owned materiel, and items authorized for return to DSA from users for repair at facilities of the Military Services, commercial contractors, or those assigned to DSA.

c. Develop technical maintenance standards for DSA-owned items, and items authorized for return from users, in coordination with the using Military Services.

d. When requested by the using Military Services and other DoD components, provide technical manuals for the operation and maintenance of items assigned to DSA.

11. *Provisioning.* a. Participate as a supporting inventory manager in the provisioning processes of the Military Services.

b. Establish and maintain, in coordination with the Military Services, definitive procedures for provisioning supply support of the Military Services and uniform provisioning procedural and technical documentation requirements for incorporation into DSA contracts requiring provisioning.

12. *Technical logistics data and information.* Develop, administer and maintain as assigned documentation governing the preparation of technical data. Acquire, process, interchange, identify, store and issue technical data and information adequate to support mission requirements.

R. *Value engineering.* 1. Initiate value engineering-type projects and studies to seek the lowest over-all cost for DSA managed/procured items, consistent with requirements for performance, reliability, and maintainability.

2. Coordinate findings with Military Departments as applicable to obtain agreement with respect to technical and engineering aspects. Make decisions with respect to value engineering changes for DSA managed items subject to the right of appeal to the Secretary of Defense by the Military Departments affected.

S. *Standardization.* 1. Manage and conduct those portions of the Defense Standardization Program assigned to DSA.

2. In coordination with the Military Departments, direct and conduct technical reviews to determine the standardization status and develop Military Supply Standards for all items of supply assigned to DSA. Make final standardization decision on all items managed by DSA, subject to the right of appeal to the Secretary of Defense by the Military Services affected.

3. Determine, in coordination with the Military Departments, interchangeability and substitutability of items of supply managed by DSA.

VIII. *Authority.* A delegation of the administrative authorities required by the Director, DSA, to administer and direct the operations of the Agency is contained in Enclosure 1 of this Directive. In the performance of assigned responsibilities and functions of the Agency, the Director, DSA, is specifically delegated authority to:

A. Operate and control the supply and service organizations, activities, and facilities assigned to DSA.

B. Meet the needs of the Military Services and other authorized customers by conducting, directing, supervising, or controlling all procurement activities with respect to property, supplies and services assigned for procurement to DSA in accordance with applicable laws, DoD Regulations, the Armed Services Procurement Regulation. To the extent that any law or executive order specifically limits the exercise of such authority to persons at the Secretarial level of a Military Department, such authority shall be exercised by the ASD(I&L).

C. Have free and direct access to and communication with all elements of the



DoD and other executive departments and agencies as necessary.

D. As authorized and directed by the Secretary of Defense, prescribe procedures, standards, and practices for DoD governing the execution of assigned responsibilities and functions.

E. Obtain information from any component of the DoD which is necessary for the performance of DSA functions.

F. Direct the consolidation, centralization, or elimination of DSA facilities, operations, and functions in order to achieve maximum efficiency, economy, and effectiveness.

G. Recommend to the Secretary of Defense the establishment of new DSA facilities or the takeover or use of existing facilities of the Military Departments by DSA, as deemed necessary for improved effectiveness and economy.

H. Provide membership on the Armed Services Procurement Regulations committee and participate with the Materiel Secretaries of the Military Departments in the development and promulgation of the Armed Services Procurement Regulation.

IX. *Relationships.* A. In the performance of his functions, the Director, DSA, shall:

1. Consult with the Defense Materiel Council to assure a full interchange of plans and programs between DSA and the Military Departments, the Joint Chiefs of Staff, and OSD, and to provide the DMC with adequate information to evaluate the effectiveness of DSA performance.

2. Maintain appropriate liaison with other Components of the DoD and other agencies of the executive branch for the exchange of information and programs in the field of assigned responsibilities.

3. Maintain close working relationships with weapon systems program managers of the Military Services to insure integration of effort and exchange of technical programs and reference data.

4. Make use of existing DoD facilities and services wherever practicable to achieve maximum efficiency and economy.

B. The Joint Chiefs of Staff, Military Services, and other DoD components shall provide support and logistical planning information, within their respective fields of responsibility, to the Director, DSA, to carry out the assigned responsibilities and functions of the Agency.

X. *Administration.* A. The Director shall be appointed by the Secretary of Defense. His appointment shall be for a term of 4 years.

B. The Deputy Director shall be appointed by the Secretary of Defense. When the Director and the Deputy Director are both military officers, they will normally be selected from different Services.

C. The assignment to the Agency and its subordinate units of other personnel, civilian and military, will be in accordance with staffing plans approved by the Secretary of Defense, which will provide a balanced distribution of positions among the Military Services and equi-

table career opportunities for both military and civilian personnel.

D. Programming, budgeting, funding, auditing, accounting, pricing, and reporting activities of DSA will be in accordance with policy and procedures established by the OSD. DSA will utilize appropriated funds to finance the operating costs of the Agency; a stock fund to finance all inventories procured for resale, and, when appropriate, an industrial fund for financing industrial-commercial type operations.

XI. *Implementation.* A. Specific assignments in further implementation of responsibilities and functions described herein will be promulgated by means of the DoD Directive System.

B. Assumption of assigned responsibilities and functions not already being performed by DSA will be in accordance with phased schedules approved by the Secretary of Defense.

XII. *Effective date.* This Directive is effective upon publication.

MAURICE W. ROCHE,  
Director, Correspondence and  
Directives Division, OASD  
(Administration).

MARCH 4, 1966.

*Delegations of authority.* Pursuant to the authority vested in the Secretary of Defense, the Director, DSA, or, in the absence of the Director, the person acting for him is hereby delegated, subject to the direction, authority, and control of the Secretary of Defense, and in accordance with DoD policies, directives, and instructions, and pertinent OSD regulations, authority as required in the administration and operation of DSA to:

1. Exercise the powers vested in the Secretary of Defense by section 204 of the National Security Act of 1947, as amended (5 USC 171d), and section 12 of the Administrative Expenses Act of 1946, as amended (5 USC 22a), pertaining to the employment, direction and general administration of DSA civilian personnel.

2. Fix rates of pay for wage board employees exempted from the Classification Act by section 202(7) of that Act on the basis of prevailing rates for comparable jobs in the locality where each installation is located.

3. Establish such advisory committees and employ such part-time advisers as approved by the Secretary of Defense for the performance of DSA functions pursuant to the provisions of 10 USC 173, 5 USC 55a, and the Agreement between the DoD and the Civil Service Commission on employment of experts and consultants, dated July 22, 1959.

4. Administer oaths of office incident to entrance into the Executive Branch of the Federal Government or any other oath required by law in connection with employment therein, in accordance with the provisions of the Act of June 26, 1943 (5 USC 16a), and designate in writing, as may be necessary, officers and employees of DSA to perform this function.

5. Establish a DSA Incentive Awards Board and pay cash awards to and incur

necessary expenses for the honorary recognition of civilian employees of the Government whose suggestions, inventions, superior accomplishments, or other personal efforts, including special acts or services, benefit or affect DSA or its subordinate activities in accordance with the provisions of the Act of September 1954 (5 USC 2123) and Civil Service Regulations.

6. In accordance with the provisions of the Act of August 26, 1950, as amended (5 USC 22-1); Executive Order 10450, dated April 27, 1953, as amended; and DoD Directive 5210.7, dated August 12, 1953 (as revised):

a. Designate any position in DSA as a "sensitive" position;

b. Authorize, in case of an emergency, the appointment of a person to a sensitive position in the Agency for a limited period of time for whom a full field investigation or other appropriate investigation, including the National Agency Check, has not been completed; and

c. Authorize the suspension, but not to terminate the services of an employee in the interest of national security in positions within DSA.

7. Clear DSA personnel and such other individuals as may be appropriate for access to classified Defense material and information in accordance with the provisions of DoD Directive 5210.8, dated February 15, 1962, "Policy on Investigation and Clearance of Department of Defense Personnel for Access to Classified Defense Information" and of Executive Order 10501, dated November 5, 1953, as amended.

8. Act as agent for the collection and payment of employment taxes imposed by Chapter 21 of the Internal Revenue Code of 1954 and, as such agent, make all determinations and certifications required or provided for under section 3122 of the Internal Revenue Code of 1954 and section 205(p) (1) and (2) of the Social Security Act, as amended (42 USC 405(p) (1) and (2)) with respect to DSA employees.

9. Authorize and approve overtime work for DSA civilian officers and employees in accordance with the provisions of section 550.111 of the Civil Service Regulations.

10. Authorize and approve:

a. Travel for DSA civilian officers and employees in accordance with the Standardized Government Travel Regulations, as amended (BoB Circular A-7, Revised);

b. Temporary duty travel only for military personnel assigned or detailed to DSA in accordance with Joint Travel Regulations for the Uniformed Services, dated April 1, 1951, as amended;

c. Invitational travel to persons serving without compensation whose consultative, advisory, or other highly specialized technical services are required in a capacity that is directly related to or in connection with DSA activities, pursuant to the provisions of section 5 of the Administrative Expenses Act of 1946, as amended (5 USC 73b-2).

11. Approve the expenditure of funds available for travel by military personnel



assigned or detailed to DSA for expenses incident to attendance at meetings of technical, scientific, professional or other similar organizations in such instances where the approval of the Secretary of Defense or his designee is required by law (5 USC 174a). This authority cannot be redelegated.

12. Develop, establish, and maintain an active and continuing Records Management Program, pursuant to the provisions of section 506(b) of the Federal Records Act of 1950 (44 USC 396(b)).

13. Establish and use Imprest Funds for making small purchases of material and services other than personal for DSA when it is determined more advantageous and consistent with the best interests of the Government, in accordance with the provisions of DoD Instruction 7280.1, dated January 5, 1962, and the Joint Regulation of the General Services Administration—Treasury Department—General Accounting Office, entitled "For Small Purchases Utilizing Imprest Funds."

14. Authorize the publication of advertisements, notices, or proposals in newspapers, magazines, or other public periodicals as required for the effective administration and operation of DSA (44 USC 324).

15. a. Establish and maintain appropriate Property Accounts for DSA.

b. Appoint Boards of Survey, approve reports of survey, relieve personal liability, and drop accountability for DSA property contained in the authorized Property Accounts that has been lost, damaged, stolen, destroyed, or otherwise rendered unserviceable, in accordance with applicable laws and regulations.

16. Promulgate the necessary security regulations for the protection of property and places under the jurisdiction of the Director, DSA, pursuant to paragraph III.A. and V.B. of DoD Directive 5200.8, dated August 20, 1954.

17. Establish and maintain, for the functions assigned, an appropriate publications system for the promulgation of common supply and service regulations, instructions, and reference documents, and changes thereto, pursuant to the policies and procedures prescribed in DoD Directive 5025.1, dated March 7, 1961.

18. Enter into interservice support agreements in accordance with DoD Directive 4000.19, dated March 26, 1960.

19. Enter into logistic supply and service agreements with Government departments and agencies other than the DoD.

20. Exercise the authority delegated to the Secretary of Defense by the Administrator of General Services Administration with respect to the disposal of surplus personal property.

21. Exercise the authority and responsibility of the ASD(I&L) as delegated to the Director, DSA, for the National Industrial Equipment Reserve (NIER) established by the National Industrial Reserve Act of 1948 (50 USC 451 et seq.).

The Director, DSA, may redelegate these authorities as appropriate, and in writing, except as otherwise specifically

indicated above or as otherwise provided by law or regulation.

This delegation of authorities is effective immediately.

[F.R. Doc. 66-2476; Filed, Mar. 9, 1966; 8:45 a.m.]

[DoD Directive 5118.3]

## ASSISTANT SECRETARY OF DEFENSE (COMPTROLLER)

### Organizational Statement

The following organizational statement has been approved by the Deputy Secretary of Defense: Assistant Secretary of Defense (Comptroller) (DoD Directive 5118.3).

Reference: (a) DoD Directive 5118.3, subject as above, December 8, 1962 (hereby canceled).

I. *General.* Pursuant to the authority vested in the Secretary of Defense, and the provisions of Title 10, United States Code, section 136(b), one of the positions of Assistant Secretary authorized by law is designated the Assistant Secretary of Defense (Comptroller) with responsibilities, functions and authorities as prescribed herein. The Assistant Secretary of Defense (Comptroller) shall be the Comptroller of the Department of Defense.

II. *Responsibilities.* The responsibilities of the Assistant Secretary of Defense (Comptroller) are:

A. To advise and assist the Secretary of Defense in the performance of the Secretary's programing, budgetary, and fiscal functions, and organizational and administrative matters pertaining to these functions.

B. To provide for the design and installation of resource management systems throughout DoD.

C. To collect, analyze, and report resource management information for the Secretary of Defense and as required for the Bureau of the Budget, the Congress, the General Accounting Office, and other agencies outside the DoD.

III. *Functions.* Under the direction, authority, and control of the Secretary of Defense, the Assistant Secretary of Defense (Comptroller) shall perform the following functions:

A. Recommend to the Secretary of Defense principles, policies, and procedures for the establishment of resource management systems throughout DoD and, following approval, supervise the implementation thereof. These systems include but are not limited to:

1. Programing and budgeting systems.
2. Systems for the management of resources for operating activities.
3. Systems for the management of inventory and similar assets.
4. Systems for the management of acquisition, utilization, and disposition of capital assets.
5. Reporting systems for the Secretary of Defense and components of his office.
6. Other systems for the management of resources.

B. Coordinate and control the programing process.

C. Supervise, direct, and review the preparation and execution of the DoD budget.

D. Establish policies and procedures and supervise the implementation thereof with respect to:

1. Expenditure and collection of funds administered by the DoD and related fiscal accounting systems.
2. International financial matters such as utilization of currencies and balance of payments.
3. Prices for transactions involving the exchange of goods and services between components of the DoD and prices for sales by any component of the DoD.
4. Contract audit and internal audit.
5. Uniform terminologies, classifications, and procedures relating to programing, budgeting, funding, accounting, reporting, auditing, and resource management.

E. Perform operating internal audit functions including, but not limited to, the following:

1. Perform internal audits and provide audit service to the Office of the Secretary of Defense, the Organization of the Joint Chiefs of Staff, and other DoD components, as assigned.
2. Develop, plan, perform, and/or direct performance of DoD-wide audits of the Military Assistance Program and of other selected areas and functions.
3. Plan, perform, and/or direct performance of special audits or audit surveys of selected areas within the DoD as requested or as deemed appropriate.

F. Process General Accounting Office or other external audit reports, including the initiation of actions for review and evaluation; the coordination of views on all such reports; and the necessary steps to assure appropriate corrective actions with respect to problems identified.

G. Provide and administer services in support of the Office of the Secretary of Defense, including:

1. An automatic Data Processing capability including major programing services.
2. A Central Data Service to accumulate data, provide reports, and related analyses and evaluation.

H. Collaborate with the Assistant Secretary of Defense (Manpower) on matters relating to the training and education of comptroller personnel and to the comptroller aspects of management education throughout the DoD.

I. Such other functions as the Secretary of Defense may assign.

IV. *Relationships.* A. In the performance of his functions, the Assistant Secretary of Defense (Comptroller) shall:

1. Coordinate actions, as appropriate, with DoD components having collateral or related functions in the field of his assigned responsibility.
2. Maintain active liaison for the exchange of information and advice with DoD components, as appropriate.
3. Make full use of established facilities in the Office of the Secretary of Defense and other DoD components rather than unnecessarily duplicating such facilities.



B. The heads of all DoD components and their staffs shall cooperate fully with the Assistant Secretary of Defense (Comptroller) and his staff in a continuous effort to achieve efficient administration of the DoD, and to carry out effectively the direction, authority, and control of the Secretary of Defense.

C. The channel of communication with Unified and Specified Commands on matters relating to audit shall be directly between those Commands and the Secretary of Defense. The Assistant Secretary of Defense (Comptroller) is assigned staff responsibility as to such matters, and he is authorized to communicate directly as to them with Commanders of Unified and Specified Commands. All directives and communications of the Assistant Secretary of Defense (Comptroller) to such Commands which pertain to audit shall be coordinated with the Joint Chiefs of Staff.

V. *Authorities.* A. The Assistant Secretary of Defense (Comptroller), in the course of exercising full staff functions and those assigned by Title 10, U.S.C., section 136(b), is hereby specifically delegated authority to:

1. Issue instructions and one-time directive-type memoranda, in writing, appropriate to carrying out policies approved by the Secretary of Defense for his assigned fields of responsibilities, in accordance with DoD Directive 5025.1. Instructions to the military departments will be issued through the Secretaries of those departments or their designees.

2. Obtain such reports and information and assistance from the military departments and Defense Agencies as may be necessary to the performance of his assigned functions.

3. Issue instructions to establish procedures for review and approval of reporting requirements and forms which the Office of the Secretary of Defense or the Defense Agencies propose to place on any component of the DoD and to designate those requirements which are prescribed by the Office of the Secretary of Defense. Review, and when appropriate, transmit to the Bureau of the Budget those reporting requirements which any component of the DoD proposes to place upon the public, including Defense contractors.

B. Other authorities specifically delegated by the Secretary of Defense to the Assistant Secretary of Defense (Comptroller) in other directives will be referenced in Appendix A.

MAURICE W. ROCHE,  
Director, Correspondence and  
Directives Division, OASD  
(Administration).

MARCH 4, 1966.

APPENDIX A—REFERENCES TO OTHER AUTHORITIES SPECIFICALLY DELEGATED BY THE SECRETARY OF DEFENSE TO THE ASSISTANT SECRETARY OF DEFENSE (COMPTROLLER) IN OTHER DIRECTIVES

1. Authority to direct and control the Defense Data Elements and Data Codes Standardization Program and monitor application by Department of Defense components, as

prescribed in Department of Defense Directive 5000.11, dated December 7, 1964.

2. Authority for overall surveillance of the Cost and Economic Information System, as prescribed in the Department of Defense Directive 7041.1, dated July 7, 1964.

3. Authority for direction and coordination of the Department of Defense Program for Balance of Payments matters, as prescribed in Department of Defense Directive 7060.1, dated July 1, 1963.

4. Authority to supervise the operation of the Military Pay and Allowance Committee as prescribed in Department of Defense Directive 5154.13, dated May 1, 1968.

5. Authority to establish and supervise the execution of principles, policies, and procedures to be followed in connection with organizational and administrative matters relating to internal and contract audit in the Department of Defense, as prescribed in Department of Defense Directive 7600.2, dated August 19, 1965.

[F.R. Doc. 66-2532; Filed, Mar. 9, 1966; 8:49 a.m.]

## POST OFFICE DEPARTMENT CITIZENS' STAMP ADVISORY COMMITTEE

### Appointment of Members

The following is the text of Headquarters Circular 66-8, signed by the Postmaster General on February 16, 1966:

I. *Purpose.* To appoint a Post Office Department Citizens' Stamp Advisory Committee. This Committee will make available to the Post Office Department breadth of judgment and depth of experience in numerous areas of competence which influence the subject matter, character, and beauty of postage stamps.

II. *Appointments to Committee.* The following are hereby appointed as members of the Post Office Department Citizens' Stamp Advisory Committee to serve at the pleasure of the Postmaster General for a term not to exceed 1 year:

Reuben K. Barrick, Arlington, Va. (Bureau of Engraving and Printing).  
Stevan Dohanos, New York, N.Y.  
Roger Kent, San Francisco, Calif.  
David Lidman, New York, N.Y.  
James J. Matejka, Jr., M.D., Chicago, Ill.  
William N. Posner, Rochester, N.Y.  
Roger L. Stevens, Washington, D.C. (Special Assistant to the President on the Arts).  
Norman Todhunter, New York, N.Y.  
John Walker, Washington, D.C. (National Gallery of Art).  
Kurt Wiener, Washington, D.C.  
Andrew Wyeth, Chadds Ford, Pa.

III. *Compensation and travel allowances.* A. Members of the Post Office Department Stamp Advisory Committee, in addition to such other reimbursable expenses as are authorized under the Standardized Government Travel Regulations, as amended, shall be allowed reimbursement for travel expenses and per diem at the rate of \$16.00 a day in lieu of subsistence, when traveling in connection with their duties as members of the Post Office Department Stamp Advisory Committee. They shall be granted an allowance of 9 cents per mile for necessary official use of privately owned automobiles or airplanes when

traveling in connection with their duties as members of such Committee. Approval of advantage to the Government, as required by law, shall be made either by the Postmaster General, the Deputy Postmaster General, or the Special Assistant to the Postmaster General.

Members of the Committee who are appointed from private life shall be granted the allowance of \$16.00 a day, in lieu of subsistence, for the time spent away from their homes in connection with their duties as members of the Post Office Department Stamp Advisory Committee. They also shall each receive compensation of \$48.00 per day when engaged in duties as members of the Committee, including travel time to and from their homes or regular places of business.

B. No member of the Committee will receive personal benefit from payment for stamp designing.

IV. *Meetings of Committee.* The Committee shall meet upon the request of the Postmaster General. Meetings shall be conducted in conformity with the regulations prescribed by Executive Order 11077 dated February 26, 1962.

V. *Rescissions.* This circular rescinds HC 65-6, dated March 1, 1965 (30 F.R. 2824-2825).

(R.S. 161, as amended, sec. 15, 60 Stat. 810, as amended, 5 U.S.C. 22, 55a, 39 U.S.C. 501, 2504, 2505)

TIMOTHY J. MAY,  
General Counsel.

[F.R. Doc. 66-2499; Filed, Mar. 9, 1966; 8:47 a.m.]

## HEADQUARTERS ORGANIZATIONAL CHANGES

The following is an excerpt of Headquarters Circular Number 66-9, signed by the Postmaster General on February 28, 1966:

I. *Purpose.*—This circular makes the following organizational changes:

A. Establishes functions of the Executive Planning Board and the Office of Planning.

B. Changes Assistant Controller for Budget and Reports to Assistant Controller for Budget and Program Review, changes Program Reports Division to Review and Analysis Division, and revises related functional statements. Establishes functions of Programming Division.

II. *Executive Planning Board.—A. Responsibilities.* The Executive Planning Board is composed of the top management officials of the Department, who:

1. Determine policies and approve general guidelines for development of long-range Department plans.

2. Approve long-range planning proposals to meet future Department needs.

3. Approve program proposals for inclusion in the Department's Program and Financial Plan.

4. Decide among program alternatives.

5. Determine planning, programming, and budget priorities.

6. Resolve budget policy issues concerning the Department's annual budget submission.



7. Perform other functions as assigned.  
**B. Membership.** 1. Postmaster General, Chairman.

2. Deputy Postmaster General, Vice Chairman.

3. Assistant Postmasters General.

4. Heads of other Offices as required.

**C. Executive Secretary.** The Executive Assistant to the Deputy Postmaster General will serve as Executive Secretary of the Board.

**III. Office of Planning.** An Office of Planning is established in the Office of the Postmaster General. The functions of this new office are as follows:

1. Establishes and maintains the Post Office Department planning system.

2. Develops Department objectives and goals consistent with guidance from the Executive Planning Board.

3. Identifies areas in which long-range planning is required; instigates action to develop the necessary plans; and presents proposed plans and alternatives to Executive Planning Board.

4. Coordinates departmental plans with bureaus and offices.

5. Develops the long-range departmental plans.

6. Provides planning information to organizational components having programming and budgeting functions.

7. Presents alternatives to the Postmaster General for revision of plans when required by programming, budgeting and other developments.

**IV. Assistant Controller for Budget and Program Review.** The title of Assistant Controller for Budget and Reports in the Bureau of Finance and Administration is changed to Assistant Controller for Budget and Program Review. Following are the new organization pattern and functional statement of that office:

**Assistant Controller for Budget and Program Review.** Directs those portions of the responsibilities of the Assistant Postmaster General which involve budget formulation and execution, and program review and analysis. Assists or represents the Assistant Postmaster General in the presentation of estimates before the Bureau of the Budget and Congressional committees on appropriations and maintains liaison with these bodies.

1. **Budget Division.** a. Develops and recommends an overall annual financial plan for the Department based on the programs of the operating bureaus and the regions, consistent with the priorities outlined by the Executive Planning Board.

b. Prepares, reviews, apportions, allots and adjusts the Post Office Department budget based on the Department's Program and Financial Plan.

c. Prepares instructions governing the formulation, execution and review of the Post Office Department budget.

d. Forecasts obligations, maintains budgetary summaries reflecting current obligations, expenditures and trends, based on accounting reports and program changes.

2. **Review and Analysis Division.** a. Develops and maintains a system for

measuring Departmentwide accomplishments against programs, goals and objectives. Performs review and analysis of all on-going programs relative to time, funds and performance.

b. Serves as central financial and program reporting organization of the Department.

c. Establishes and maintains a Headquarters Management Information Center and a Management Information Book for top management, reflecting current status of all on-going programs with necessary analysis. Develops similar systems for field environment.

d. Validates all financial management information prior to release.

e. Identifies potential fiscal problem areas and recommends corrective action to top management.

f. Develops financial reporting requirements for all levels of management in the Department and provides technical guidance to regional controllers in the preparation of financial and management reports.

3. **Programming Division.** a. Maintains the Department's program structure.

b. Reviews program submissions and insures adequate coordination of proposals within the Department.

c. Maintains the Department's Program and Financial Plan.

d. Provides staff assistance to the Executive Planning Board, including the performance of special tasks, as requested.

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

TIMOTHY J. MAY,  
*General Counsel.*

[F.R. Doc. 66-2520; Filed, Mar. 9, 1966; 8:48 a.m.]

## ORGANIZATION AND ADMINISTRATION

### Personnel Division

The statement of the Department's Organization and Administration as published in the FEDERAL REGISTER of May 25, 1965, at pages 6988-7017, and as amended by 30 F.R. 7969, and 30 F.R. 16272 is further amended by revising 823.5c and adding 823.52d to show personnel division liaison with the Bureau of Employees' Compensation, Department of Labor. As so amended and revised 823.5 reads as follows:

#### 823.5 Personnel Division.

c. Maintains liaison with the Civil Service Commission and the Bureau of Employees' Compensation, Department of Labor.

#### 823.52 Employment and placement Branch.

d. Maintains liaison with the Bureau of Employees' Compensation, Department of Labor, on matters relating to the

administration of the Federal Employees' Compensation Act.

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

TIMOTHY J. MAY,  
*General Counsel.*

[F.R. Doc. 66-2500; Filed, Mar. 9, 1966; 8:47 a.m.]

## DEPARTMENT OF THE INTERIOR

### Bureau of Land Management

[Idaho 017167]

#### IDAHO

### Notice of Proposed Withdrawal and Reservation of Lands

MARCH 3, 1966.

The Bureau of Land Management has filed an application, Serial Number Idaho 017167 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 disposal 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 use as a range research and grazing study 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, Post Office Box 2237, Boise, Idaho, 83701.

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

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

The lands involved in the application are:

BOISE MERIDIAN, IDAHO

POINT SPRINGS RESEARCH AND GRAZING STUDY AREA

T. 13 S., R. 27 E.,

Sec. 1;

Sec. 2, E $\frac{1}{2}$ E $\frac{1}{2}$ ;

Sec. 11, E $\frac{1}{2}$ E $\frac{1}{2}$ ;

Secs. 12 and 13;

Sec. 14, E $\frac{1}{2}$ E $\frac{1}{2}$ ;

Sec. 24.

T. 13 S., R. 28 E.,

Secs. 6, 7 and 8;

Sec. 9, W $\frac{1}{2}$ , except that portion east of Interstate Highway 80 North;

Secs. 17, 18 and 19;

Sec. 20, N $\frac{1}{2}$  and SW $\frac{1}{4}$ .

The area described aggregates 7,857 acres, more or less in Cassia County, Idaho.

ORVAL G. HADLEY,  
*Manager, Land Office.*

[F.R. Doc. 66-2497; Filed, Mar. 9, 1966; 8:47 a.m.]



[Idaho 017101]

## IDAHO

## Notice of Proposed Withdrawal and Reservation of Lands

MARCH 2, 1966.

The Department of Agriculture has filed an application, Serial Number Idaho 017101 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 a winter sports complex and related facilities including those developed for appropriate summer use, within the Sawtooth National Forest.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, 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 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  
SAWTOOTH NATIONAL FOREST  
Butterfield Creek Recreation Area

T. 5 N., R. 15 E., unsurveyed,  
Secs. 1, 12, and 13.  
T. 5 N., R. 16 E., unsurveyed,  
Secs. 5, 6, 7, and 8.

An area of land within the above unsurveyed seven sections more particularly described as:

Beginning at a point which bears N. 69°-44'54" W., 4,780.00 feet from an iron post with brass plug and marked with a cross (+). Said iron post being the established Right-of-way Marker for Highway Station No. 873+40.2 of U.S. Highway No. 93—Project

26-C7, and located 50 feet from the highway centerline on the right side of the highway when traveling in a direction toward Stanley, Idaho. Said point of beginning is Station No. 2004 (Corner No. 1) of the Forest Service tract survey; Thence by metes and bounds, N. 35°42'57" E., 2,627.46 feet, to Station No. 2009 (Corner No. 2); S. 47°49'32" E., 4,954.48 feet, to Station No. 1272 (Corner No. 3); S. 71°45'12" E., 3,881.61 feet, to Station No. 2005 (Corner No. 4); S. 32°50'20" W., 6,454.03 feet, to Station No. 1272 (Corner No. 3); S. 76°43'48" W., 4,533.37 feet, to Station No. 1121 (Corner No. 6); S. 67°36'58" W., 10,253.22 feet, to Station No. 1133 (Corner No. 7); N. 7°52'43" W., 3,530.72 feet, to Station No. 1402 (Corner No. 8); N. 36°25'37" E., 5,922.79 feet, to Station No. 2006 (Corner No. 9); N. 50°26'23" E., 7,089.27 feet, to Station No. 2004 (Corner No. 1), the point of beginning.

*Basis of Bearing:* Bearings shown refer to Assumed North based on a bearing of N. 28°09' W., used for the centerline survey of U.S. Highway No. 93 between Station P.T. 873+40.2 and Station P.C. 895+49.8 of the highway survey—and assumed to be correct.

The area described aggregates 2,820.27 acres more or less in Blaine County, Idaho.

ORVAL G. HADLEY,  
Manager, Land Office.

[F.R. Doc. 66-2518; Filed, Mar. 9, 1966;  
8:48 a.m.]

## NEW MEXICO

## Notice of Filing of Protraction Diagrams; Unsurveyed Lands

MARCH 2, 1966.

Notice is hereby given that effective April 15, 1966, the following protraction diagrams are officially filed of record in the New Mexico Land Office, Federal and Post Office Building, Santa Fe, N. Mex., 87501.

In accordance with Title 43, Code of Federal Regulations, these protraction diagrams will become the basic record for describing the land for all authorized purposes. Until this date and time, the diagrams have been placed in the open files and are available to the public for information only.

Copies of the diagrams are for sale at the New Mexico Land Office, Bureau of Land Management, Room 2222, Federal and Post Office Building, Santa Fe, N. Mex., 87501.

## NEW MEXICO PRINCIPAL MERIDIAN

(Approved January 27, 1966)

## PROTRACTION DIAGRAM NO. 1

T. 12 S., R. 14 W.,  
Secs. 4, 5, 6, 7, 8, 9, 16, 17, and 18.  
T. 12 S., R. 15 W.,  
Secs. 1 to 36, inclusive.  
T. 13 S., R. 14 W.,  
Secs. 1 to 23, inclusive;  
Sec. 24, excluding Mineral Survey;  
Secs. 25 to 36, inclusive.  
T. 13 S., R. 15 W.,  
Secs. 1 to 36, inclusive.  
T. 13 S., R. 16 W.,  
Secs. 1 to 36, inclusive.  
T. 14 S., R. 12 W.,  
Secs. 1 to 36, inclusive.  
T. 14 S., R. 14 W.,  
Secs. 1 to 36, inclusive.  
T. 14 S., R. 15 W.,  
Secs. 1 to 36, inclusive.

T. 14 S., R. 16 W.,  
Secs. 1 to 14, inclusive;  
Sec. 15, N $\frac{1}{2}$ , SE $\frac{1}{4}$ ;  
Secs. 17 and 18;  
Sec. 19, N $\frac{1}{2}$ ;  
Sec. 20, N $\frac{1}{2}$ ;  
Secs. 22, NE $\frac{1}{4}$ , S $\frac{1}{2}$ ;  
Secs. 23 to 27, inclusive;  
Secs. 34 to 36, inclusive.  
T. 15 S., R. 14 W.,  
Secs. 1 to 36, inclusive.  
T. 15 S., R. 15 W.,  
Secs. 1, 2, and 3;  
Secs. 10 to 15, inclusive;  
Secs. 22 to 27, inclusive;  
Secs. 34 to 36, inclusive.  
T. 16 S., R. 14 W.,  
Secs. 1 to 8, inclusive;  
Sec. 9, NE $\frac{1}{4}$ , NW $\frac{1}{4}$ NW $\frac{1}{4}$ , S $\frac{1}{2}$ NW $\frac{1}{4}$ , S $\frac{1}{2}$ ;  
Sec. 10, NE $\frac{1}{4}$ , NW $\frac{1}{4}$ NW $\frac{1}{4}$ , S $\frac{1}{2}$ NW $\frac{1}{4}$ , S $\frac{1}{2}$ ;  
Secs. 11 to 17, inclusive;  
Sec. 18, excluding Mineral Survey.

## PROTRACTION DIAGRAM NO. 2

T. 5 S., R. 18 W.,  
Secs. 31 to 33, inclusive.  
T. 6 S., R. 16 W.,  
Secs. 1 to 36, inclusive.  
T. 6 S., R. 19 W.,  
Sec. 1, N $\frac{1}{2}$ ;  
Sec. 2, N $\frac{1}{2}$ ;  
Sec. 3, N $\frac{1}{2}$ ;  
Sec. 4, NE $\frac{1}{4}$ .  
T. 6 S., R. 20 W.,  
Sec. 1, E $\frac{1}{2}$ ;  
Sec. 12, E $\frac{1}{2}$ ;  
Sec. 13, E $\frac{1}{2}$ ;  
Sec. 24, E $\frac{1}{2}$ ;  
Sec. 25, E $\frac{1}{2}$ ;  
Secs. 27 to 34, inclusive;  
Sec. 36, E $\frac{1}{2}$ .  
T. 7 S., R. 16 W.,  
Secs. 1 to 27, inclusive;  
Sec. 28, excluding Homestead Entry Survey;  
Secs. 29 to 32, inclusive;  
Sec. 33, excluding Homestead Entry Survey;  
Secs. 34 to 36, inclusive.  
T. 7 S., R. 17 W.,  
Secs. 1 to 36, inclusive.  
T. 7 S., R. 21 W.,  
Secs. 1 to 4, inclusive;  
Sec. 5, excluding Homestead Entry Survey;  
Sec. 6, excluding Homestead Entry Survey;  
Secs. 7 to 36, inclusive.  
T. 8 S., R. 21 W.,  
Secs. 1 to 36, inclusive.  
T. 9 S., R. 17 W.,  
Secs. 1 to 23, inclusive;  
Sec. 24, excluding Homestead Entry Survey;  
Sec. 25, excluding Homestead Entry Survey;  
Sec. 26, excluding Homestead Entry Survey;  
Secs. 27 to 34, inclusive;  
Sec. 35, excluding Homestead Entry Survey;  
Sec. 36, excluding Homestead Entry Survey.  
T. 9 S., R. 18 W.,  
Secs. 1 to 36, inclusive.  
T. 9 S., R. 19 W.,  
Secs. 1 to 36, inclusive.  
T. 9 S., R. 21 W.,  
Secs. 1 to 36, inclusive.  
T. 10 S., R. 17 W.,  
Secs. 1 to 19, inclusive;  
Sec. 20, excluding Homestead Entry Survey;  
Secs. 21 to 36, inclusive.  
T. 10 S., R. 18 W.,  
Secs. 1 to 36, inclusive.  
T. 10 S., R. 21 W.,  
Sec. 1, excluding Homestead Entry Survey;  
Sec. 2, excluding Homestead Entry Survey;  
Sec. 3, excluding Homestead Entry Survey;  
Secs. 4 to 11, inclusive;  
Sec. 12, excluding Homestead Entry Survey;  
Secs. 13 to 24, inclusive;  
Sec. 25, excluding Homestead Entry Survey;



Sec. 26, excluding Homestead Entry Survey;  
 Sec. 27, excluding Homestead Entry Survey;  
 Sec. 28, excluding Homestead Entry Survey;  
 Secs. 29 to 35, inclusive;  
 Sec. 36, excluding Homestead Entry Survey.  
 T. 11 S., R. 21 W.,  
 Sec. 1, excluding Homestead Entry Survey;  
 Sec. 2, excluding Homestead Entry Survey;  
 Secs. 3 to 36, inclusive.  
 T. 12 S., R. 21 W.,  
 Secs. 1 to 36, inclusive.

## PROTRACTION DIAGRAM NO. 3

T. 15 S., R. 9 W.,  
 Secs. 1 to 21, inclusive;  
 Sec. 22, excluding Mineral Surveys;  
 Sec. 23, excluding Mineral Surveys;  
 Sec. 24, excluding Homestead Entry Survey;  
 Sec. 25, excluding Homestead Entry and Mineral Surveys;  
 Sec. 26, excluding Mineral Surveys;  
 Sec. 27, excluding Mineral Surveys;  
 Secs. 28 to 35, inclusive;  
 Sec. 36, excluding Mineral Surveys.  
 T. 16 S., R. 9 W.,  
 Sec. 1, excluding Mineral Surveys;  
 Secs. 2 to 10, inclusive;  
 Sec. 11, excluding Mineral Surveys;  
 Sec. 12, excluding Mineral Surveys;  
 Sec. 13, excluding Homestead Entry and Mineral Surveys;  
 Secs. 14 to 22, inclusive;  
 Sec. 23, excluding Mineral Survey;  
 Secs. 24 and 25;  
 Sec. 26, excluding Mineral Survey;  
 Sec. 27, excluding Mineral Survey;  
 Secs. 28 to 35, inclusive;  
 Sec. 36, excluding Mineral Survey.  
 T. 16 S., R. 10 W.,  
 Secs. 1 to 36, inclusive.  
 T. 17 S., R. 9 W.,  
 Secs. 1 to 7, inclusive;  
 Sec. 8, excluding Mineral Survey;  
 Secs. 9 to 36, inclusive.  
 T. 18 S., R. 9 W.,  
 Secs. 1 to 4, inclusive;  
 Secs. 9 to 16, inclusive.

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

[F.R. Doc. 66-2519; Filed, Mar. 9, 1966;  
 8:48 a.m.]

## National Park Service

[Order 34]

## REGIONAL DIRECTORS

## Delegation of Authority

Delegation of Authority to National Park Service Regional Directors.

SECTION. 1. The regional directors of the National Park Service, in the administration, operation and development of the areas and offices of the regions under their supervision, are authorized to exercise all the authority now or hereafter vested in the Director, except with respect to the following:

- Approval of changes in policies and establishment of new policies.
- Approval of Master Plans.
- Approval of construction programs and major changes therein.
- Location of new roads.
- Acceptance of donations of lands and water rights, exchanges of lands and water rights, and purchase of lands and water rights: *Provided*, That this exception shall not apply to the Regional Director, National Capital Region, when

jurisdiction over properties administered by other agencies within the District of Columbia is being transferred to the National Park Service under authority of the Act of May 20, 1932, as amended (40 U.S.C., Sec. 122).

(f) Acceptance of an offer in settlement of a timber trespass unless (1) the trespass is an innocent one, (2) the damages therefrom do not exceed \$5,000 and (3) payment of the full amount of the damages is offered.

(g) Sales of timber pursuant to section 3 of the Act of August 25, 1916 (39 Stat. 535; 16 U.S.C., sec. 3), when the fair market value of the timber involved in any single transaction exceeds \$10,000.

(h) Handling of all matters which fall within the functions of the Division of Concessions Management except execution, amendment, assignment, and termination of concession permits not in excess of 5 years or when anticipated annual gross receipts will be less than \$100,000.

(i) Approval of programs for destruction and disposition of wild animals which are damaging the land or its vegetative cover, and of permits to collect rare or endangered species.

(j) Approval of contracts for construction, supplies, or services in excess of \$200,000; provided, that construction contracts will be entered into only with the advice and consent of the concerned design and construction field office chief.

(k) Disposition of lands or interests therein; provided, that this exception shall not apply to the Regional Director, National Capital Region, when jurisdiction over properties administered by the National Park Service within the District of Columbia is being transferred to other agencies under authority of the Act of May 20, 1932, as amended (40 U.S.C., sec. 122).

(l) Exercise of the authority to determine whether or not any surplus building proposed to be demolished by the Administrator of General Services is an historic building of national significance within the meaning of the act of August 21, 1935 (49 Stat. 666), as amended.

(m) Investigation of areas suggested or proposed for inclusion in the National Park System and sites under consideration for National Landmark status.

(n) Acceptance of donations of personal property valued in excess of \$10,000, and acceptance of money in excess of \$10,000.

(o) Authority to designate areas at which recreation fees will be charged as specified by sections 1, 2, and 3 of Executive Order 11200.

(p) Authority to select from the fees established by 43 CFR Part 18 (30 F.R. 3265) the specific fees to be charged at the designated areas in accordance with section 5(a) of Executive Order 11200.

(q) Those matters concerning which authority is specified in internal management directives and unpublished delegations of authority.

Sec. 2. *Redelegation*. Except as to the authority delegated in paragraphs (e) and (k) of section 1, the regional directors may, in writing, redelegate to any

officer or employee the authority delegated in this order, and may authorize written delegations of such authority. Each delegation shall be published in the FEDERAL REGISTER.

Sec. 3. *Revocation*. This order supercedes National Park Service Delegation of Authority Order No. 14, as amended. Redelegations based on Order 14 or redelegations thereof are continued in effect to the extent that they are not in conflict with this order.

Sec. 4. Delegations and redelegations of authority pursuant to this order and its amendments which relate to program authorities with respect to national parks, monuments, historic sites, recreational areas, and similar areas under the jurisdiction of the National Park Service shall continue in force on the basis of 245 DM1 28 F.R. 915 (5 U.S.C. sec. 22; of Reorganization Plan No. 3 of 1950.)

A. CLARK STRATTON,  
 Acting Director.

MARCH 4, 1966.

[F.R. Doc. 66-2498; Filed, Mar. 9, 1966;  
 8:47 a.m.]

## DEPARTMENT OF AGRICULTURE

## Agricultural Research Service

[P.P.C. 639]

JAPANESE AND WHITE-FRINGED  
 BEETLES, EUROPEAN CHAFER, AND  
 IMPORTED FIRE ANTList of Approved Laboratories Author-  
 ized To Receive Soil Samples With-  
 out Certification or Permit

Pursuant to the Japanese Beetle, White-fringed Beetle, European Chafer, and Imported Fire Ant Quarantines (Notices of Quarantines Nos. 48, 72, 77, and 81, 7 CFR 301.48, 301.72, 301.77 and 301.81) and §§ 301.48a(a)(10), 301.72a(c), 301.77a(b), and 301.81a(c) of the supplemental administrative instructions, under sections 8 and 9 of the Plant Quarantine Act of 1912, as amended, and section 106 of the Federal Plant Pest Act (7 U.S.C. 161, 162, 150ee), notice is hereby given that the following laboratories are added to the list published on September 29, 1965 (30 F.R. 12422) as establishments specifically authorized to receive soil samples of one pound or less, without certification or permit, from areas regulated under the provisions of the said notices of quarantines:

Laboratory, address:

## CONNECTICUT

Chas. Pfizer & Co., Inc., Eastern Point Road,  
 Groton.

## FLORIDA

Dr. Wolf's Agricultural Lab, Soil and Plant  
 Test, 2620 Taylor Street, Hollywood.

## MICHIGAN

Dow Chemical Co., Midland.  
 Prescription Farming, Inc., Eau Claire.

## NORTH CAROLINA

Chembae Laboratories, Western Boulevard,  
 Charlotte.



International Soil Testing Control Center, Raleigh.  
 North Carolina Highway and Public Works Commission, Fayetteville.  
 Southeastern Testing Co., West Morehead Street, Charlotte.  
 USDA, Soil Science Investigations, N.C. State University, Raleigh.

## TEXAS

Horvitz Research Laboratories, 3217 Milam Street, Houston.

## VIRGINIA

Hazelton Laboratories, Inc., 9200 Leesburg Highway, Post Office Box 30, Falls Church.  
 Smith-Douglass, Box 419, 5100 Virginia Beach Boulevard, Norfolk, 23501.  
 V-C Chemical Co., 818 Perry Street, Richmond.  
 V-C Chemical Co., Atlee, Va., Post Office Box 631, Ashland, 23005.  
 Virginia Truck Experiment Station, Eastern Shore Branch, Painter.  
 Woodard Research Corp., Post Office Box 405, 12310 Pinecrest Road, Herndon, 22070.

(Sec. 9, 37 Stat. 318, sec. 106, 71 Stat. 33; 7 U.S.C. 162, 150ee. Interprets or applies sec. 8, 37 Stat. 318, as amended; 7 U.S.C. 161; 7 CFR 301.48(a)(10), 301.72a(c), 301.77a(b), 301.81a(c). 29 F.R. 16210, as amended, 30 F.R. 5801)

This notice shall become effective March 10, 1966.

Administrative instructions supplemental to the notices of quarantines cited herein specifically exempt from the certification and permit requirements of such quarantines soil samples that do not exceed 1 pound in weight; that meet certain requirements as to origin, destination, and packaging; and are consigned to laboratories that are approved by the Director of the Plant Pest Control Division and operate under dealer-carrier agreements.

The Director of the Plant Pest Control Division has designated the above listed laboratories as establishments that meet the qualifications set forth in the sections cited above. The listed establishments are therefore authorized to receive from the respective regulated areas soil samples, without certification or permit, that meet the requirements of said supplemental administrative instructions, as to weight, origin, destination, and packaging.

This action relieves certain restrictions presently imposed. It should, therefore, be made effective promptly to be of maximum benefit to persons subject to the restrictions that are being relieved. Accordingly, it is found upon good cause under section 4 of the Administrative Procedure Act (5 U.S.C. 1003), that notice and other public procedure with regard to this action are impracticable and contrary to the public interest, and good cause is found for making this notice effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Hyattsville, Md., this 3d day of March 1966.

[SEAL]

D. R. SHEPHERD,  
*Acting Director,*  
*Plant Pest Control Division.*

[F.R. Doc. 66-2505; Filed, Mar. 9, 1966; 8:47 a.m.]

# Office of the Secretary NORTH DAKOTA, SOUTH DAKOTA, AND TEXAS

## Designation of Areas for Emergency Loans

For the purpose of making emergency loans pursuant to section 321 of the Consolidated Farmers Home Administration Act of 1961 (7 U.S.C. 1961), it has been determined that in the hereinafter-named counties in the States of North Dakota, South Dakota, and Texas natural disasters have caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

## NORTH DAKOTA

McKenzie.

Sheridan.

## SOUTH DAKOTA

Clark.

## TEXAS

Sherman.

Pursuant to the authority set forth above, emergency loans will not be made in the above-named North Dakota and South Dakota counties after December 31, 1966, or in the above-named Texas county after June 30, 1966, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 7th day of March 1966.

ORVILLE L. FREEMAN,  
*Secretary.*

[F.R. Doc. 66-2536; Filed, Mar. 9, 1966; 8:50 a.m.]

## DEPARTMENT OF COMMERCE

### Bureau of Public Roads STANDARDS CRITERIA

#### Change of Location of Hearing

Notice of Change of Location of Public Hearing to be held in Nashville, Tenn., by the Secretary of Commerce before the promulgation of Standards criteria, rules and regulations necessary to carry out sections 131 and 136 of title 23, United States Code. (Amends 31 F.R. 1162-1166, January 28, 1966.)

The location of the public hearing scheduled for the State of Tennessee, beginning 9:30 a.m., standard time on March 22, 1966, has been changed from the House of Representatives Chamber, Tennessee State Capitol, Nashville, Tenn., and instead will be conducted on March 22, 1966, beginning at 9:30 a.m., at the following location: Counsel Chamber, Room 206, Metropolitan Courthouse, Nashville, Tenn.

Dated: March 7, 1966.

REX M. WHITTON,  
*Federal Highway Administrator.*

[F.R. Doc. 66-2565; Filed, Mar. 9, 1966; 8:50 a.m.]

## DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

### Food and Drug Administration CIBA PHARMACEUTICAL CO.

#### Notice of Filing of Petition for Food Additive Sodium Sulfachlorpyridazine

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348(b)(5)), notice is given that a petition (FAP 6D1886) has been filed by CIBA Pharmaceutical Co., Summit, N.J., 07901, proposing the issuance of a regulation to provide for the safe use of sodium sulfachlorpyridazine (Na-[N'-(6-chloro-3-pyridazinyl) 1-sulfanilamide] in drinking water for swine for treatment of diarrhea caused by *E. coli* (colibacillosis) and *V. coli* (vibriosis).

Dated: March 2, 1966.

J. K. KIRK,  
*Assistant Commissioner  
 for Operations.*

[F.R. Doc. 66-2491; Filed, Mar. 9, 1966; 8:46 a.m.]

### HOFFMANN-LA ROCHE, INC.

#### Notice of Filing of Petition for Food Additive Polyvinyl Alcohol

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348(b)(5)), notice is given that a petition (FAP 6A1963) has been filed by Hoffmann-La Roche, Inc., Nutley, N.J., 07110, proposing the issuance of a regulation to provide for the safe use of polyvinyl alcohol as a tableting adjuvant in vitamin concentrates and multivitamin-mineral concentrates in tablet form.

Dated: March 2, 1966.

J. K. KIRK,  
*Assistant Commissioner  
 for Operations.*

[F.R. Doc. 66-2492; Filed, Mar. 9, 1966; 8:46 a.m.]

### OLIN MATHIESON CHEMICAL CORP., ET AL.

#### Notice of Filing of Petitions for Food Additives

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348(b)(5)), notice is given that petitions (FAP 6B1915, 6A1916, 6H1917) have been filed by Olin Mathieson Chemical Corp., 1730 K Street NW., Washington, D.C. 20006, on behalf of itself, The Dow Chemical Co., General Aniline and Film Corp., Jefferson Chemical Co., Inc., Monsanto Co., Rohm & Haas Co., Union Carbide Corp., and Wyandotte Chemicals Corp. proposing regulations to provide for



the safe use of alkyl ( $C_8-C_{12}$ ) phenoxy-polyethoxyethanol (11-15 moles), as follows:

1. Petition No. 6B1915 proposes an amendment to § 121.2541 *Emulsifiers and/or surface-active agents* to provide for the safe use of the additives as emulsifiers and/or surface-active agents in the manufacture of articles intended for use in contact with food.

2. Petition No. 6A1916 proposes an amendment to § 121.1091 *Chemicals used in washing fruits and vegetables* to provide for the safe use of the additives for washing fruits and vegetables.

3. Petition No. 6H1917 proposes the issuance of a regulation to provide for the safe use of the additives as adjuvants for making pesticide-use dilutions by a grower or applicator before application to the raw agricultural commodity.

Dated: March 2, 1966.

J. K. KIRK,  
Assistant Commissioner  
for Operations.

[F.R. Doc. 66-2493; Filed, Mar. 9, 1966;  
8:46 a.m.]

#### OLIN MATHIESON CHEMICAL CORP., ET AL.

#### Notice of Filing of Petitions for Food Additives

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348 (b)(5)), notice is given that petitions (FAP 4B1479, 4A1480, 4H1481) have been filed by Olin Mathieson Chemical Corp., 1730 K Street NW., Washington, D.C., 20006, on behalf of itself, The Dow Chemical Co., General Aniline & Film Corp., Jefferson Chemical Co., Inc., Monsanto Co., Rohm & Haas Co., Union Carbide Corp., and Wyandotte Chemicals Corp., proposing regulations to provide for the safe use of alkyl ( $C_8-C_{12}$ ) phenoxy-polyethoxyethanol (4-10, 30-50 moles), as follows:

1. Petition No. 4B1479 proposes an amendment to § 121.2541 *Emulsifiers and/or surface-active agents* to provide for the safe use of the additives as emulsifiers and/or surface-active agents in the manufacture of articles intended for use in contact with food.

2. Petition No. 4A1480 proposes an amendment to § 121.1091 *Chemicals used in washing fruits and vegetables* to provide for the safe use of the additives in washing fruits and vegetables.

3. Petition No. 4H1481 proposes the issuance of a regulation to provide for the safe use of the additives as adjuvants for making pesticide-use dilutions by a grower or applicator before application to the raw agricultural commodity.

Dated: March 2, 1966.

J. K. KIRK,  
Assistant Commissioner  
for Operations.

[F.R. Doc. 66-2494; Filed, Mar. 9, 1966;  
8:46 a.m.]

#### W. R. GRACE & CO.

#### Notice of Filing of Petition for Food Additives Sanitizing Solutions

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348 (b)(5)), notice is given that a petition (FAP 6H1962) has been filed by Du Bois Chemicals, division of W. R. Grace & Co., Broadway at Seventh, Cincinnati, Ohio, 45202, proposing an amendment to § 121.2547 *Sanitizing solutions* to provide for the safe use of an aqueous solution containing iodine, sodium iodide, sodium diethylsulfosuccinate, and polyoxyethylene-polyoxypropylene block polymers (having a minimum average molecular weight of 1900), together with components generally recognized as safe, as a sanitizing solution for food-processing equipment and utensils.

Dated: March 2, 1966.

J. K. KIRK,  
Assistant Commissioner  
for Operations.

[F.R. Doc. 66-2495; Filed, Mar. 9, 1966;  
8:47 a.m.]

#### DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

##### Office of the Secretary

#### DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT REGIONAL ADMINISTRATOR, REGION V (FORT WORTH)

#### Delegation of Authority With Respect to Urban Planning Program—Por- tion of Navajo Indian Reservation in Arizona and Utah

The Department of Housing and Urban Development Regional Administrator, Region V (Fort Worth), is hereby authorized to administer the provisions of section 701 of the Housing Act of 1954, as amended (40 U.S.C. 461), with respect to grants for urban planning within that portion of the Navajo Indian Reservation located in the States of Arizona and Utah.

The delegation of authority with respect to the urban planning program, republished at 25 F.R. 9874 (Oct. 14, 1960), as amended, particularly at 30 F.R. 12502 (Sept. 30, 1965), as it applies to the Department of Housing and Urban Development Regional Administrator, Region VI (San Francisco), is modified accordingly.

(79 Stat. 670 (1965), 5 U.S.C. 624d(d))

Effective as of the 10th day of March 1966.

ROBERT C. WEAVER,  
Secretary of Housing and  
Urban Development.

[F.R. Doc. 66-2516; Filed, Mar. 9, 1966;  
8:48 a.m.]

#### CIVIL AERONAUTICS BOARD

[Docket No. 16879]

#### EASTERN AIR LINES, INC.

#### First-Class and Jet Coach Fares; No- tice Postponing Prehearing Con- ference

Pursuant to the request of the Bureau of Economics, the prehearing conference in the above-entitled proceeding is hereby further postponed until April 5, 1966, at 10 a.m., e.s.t., in Room 911, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C.

Dated at Washington, D.C., March 7, 1966.

[SEAL] MILTON H. SHAPIRO,  
Hearing Examiner.

[F.R. Doc. 66-2529; Filed, Mar. 9, 1966;  
8:49 a.m.]

[Docket 17057, Agreement C.A.B. 18717-1  
Order E-23324]

#### INTERNATIONAL AIR TRANSPORT ASSOCIATION

#### Order Relating to Charge for In-Flight Entertainment

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 4th day of March 1966.

An agreement has been filed with the Board, pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's Economic Regulations, between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of the Traffic Conferences of the International Air Transport Association (IATA), and adopted by mail vote. The agreement has been assigned the above-designated C.A.B. Agreement number.

The agreement reflects the culmination of the carriers' efforts beginning with the Bermuda Conference last fall to establish provisions to apply with respect to in-flight entertainment, an earlier agreement to ban such entertainment having been disapproved by the Board. Basically, the agreement provides that regardless of class of service, a charge of \$2.50 shall be made to each passenger traveling on scheduled service and using a headset in connection with audio and/or visual in-flight entertainment equipment. Additionally, the agreement provides (a) that, where a portion of a through international journey is on a flight between two points within the same country, the above charge shall not be required for that portion of the

<sup>1</sup> Only that resolution contained in R-6 which applies to the following mail votes: 100 (Mail 428) 100; 200 (Mail 604) 100; 300 (Mail 203) 100; JT12 (Mail 428) 100; JT23 (Mail 152) 100; JT31 (Mail 113) 100; and JT123 (Mail 428) 100. Other resolutions incorporated in the agreement dealing with basic conditions of service and fares for travel via the North and Mid-Atlantic will be the subject of a separate order.



journey unless carriers operating domestic services between such points assess a charge for in-flight entertainment, in which case the domestic charge shall be applied; and (b) that the charge established shall be assessed for each flight, identified by one flight number in the carrier's schedules, on which the passenger travels. The effectiveness of this agreement is contingent upon its effectiveness for application on a worldwide basis.<sup>2</sup>

The agreement would increase the present charge of \$1.00 for in-flight entertainment in the economy compartment by two and one-half times. The \$2.50 charge would in the future also apply in the first class compartment where no such charge was imposed in the past. A charge of this magnitude may well prove prohibitive for some passengers but only actual experience can reveal the facts in this regard. However, the proposed charge does approximate the apparent cost per economy passenger of providing in-flight motion pictures as developed in the proceeding last year,<sup>3</sup> if such cost is calculated by spreading the gross cost per flight among only those economy passengers then estimated to be users of the service. In these circumstances, we believe the carriers should be given the opportunity to impose the proposed charge on an experimental basis for the limited 1-year duration of the agreement. The reasonableness of the proposed charge in relation to the cost and value of the service can better be evaluated on the basis of actual experience.

Accordingly, we are tentatively disposed to approve this agreement. However, in accordance with our customary practice where major issues are involved, all interested carriers and other persons will be allowed a period of 15 days to submit comments in support of or in opposition to this action, following which we will take final action on this agreement. Material submitted by the U.S. flag carriers should include data showing in detail current costs of providing the various types of in-flight entertainment in total as well as the costs per seat, per passenger, and per user.

Accordingly, it is ordered, That, Action on Agreement C.A.B. 18717, R-6, be deferred with a view toward eventual approval.

Any air carrier party to the agreement, or any interested person, may, within 15

<sup>2</sup> The resolution is subject to various other interlocking provisions. The charge for movies and basic conditions in each conference area are mutually dependent. (This interlocking provision is suspended within the Western Hemisphere until such time as basic conditions of service are agreed.) The effectiveness of fares in all areas is contingent upon the application of the in-flight entertainment charge. Fare resolutions for travel via the North Atlantic are so interlocked with the in-flight entertainment resolution that failure of one to become effective would nullify the other.

<sup>3</sup> Docket 16065, Order E-22240.

days from the date of service of this order, submit statements in writing containing reasons deemed appropriate, together with supporting data, in support of or in opposition to the Board's proposed action. An original and nineteen copies of the statements should be filed with the Board's Docket Section.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,  
Secretary.

[F.R. Doc. 66-2530; Filed, Mar. 9, 1966;  
8:49 a.m.]

[Docket No. 17021]

## RKO—GENERAL ACQUISITION

### Notice of Prehearing Conference

Notice is hereby given that a prehearing conference in the above-entitled matter is assigned to be held on March 22, 1966, at 10 a.m. e.s.t., in Room 726, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner Walter W. Bryan.

Dated at Washington, D.C., March 4, 1966.

[SEAL] FRANCIS W. BROWN,  
Chief Examiner.

[F.R. Doc. 66-2531; Filed, Mar. 9, 1966;  
8:49 a.m.]

## EQUAL EMPLOYMENT OPPORTUNITY COMMISSION

### COMPLIANCE REPORTING SYSTEM

Notwithstanding the notice for filing published in 31 F.R. 863 and the printed instructions for Standard Form 100 (EEO-1), all contract construction employers subject to Title VII of the Civil Rights Act of 1964 and all contract construction contractors and subcontractors subject to Executive Order 11246 are advised that, because of special arrangements recently made:

1. Such employers who answer yes to Question 9 on Standard Form 100 (EEO-1) due March 31, 1966, need not provide the information called for by such an answer.

2. Similarly, in this submission such employers answering yes to Question 8 need not provide the information called for by such an answer as to their apprenticeship programs registered with a State apprenticeship council.

3. This notice is issued pursuant to the authority of Executive Order 11246, dated September 24, 1965; 41 CFR § 60-1.6; 30 F.R. 13441; Secretary of Labor's Order No. 26-65, dated October 5, 1965; section 7(c) of the Civil Rights Act of

1964, 78 Stat. 263, and 29 CFR 1602.10, 31 F.R. 2833.

Signed at Washington, D.C., this 8th day of March 1966.

FRANKLIN D. ROOSEVELT, Jr.,  
Chairman, Equal Employment  
Opportunity Commission,  
EDWARD C. SYLVESTER, Jr.,  
Director, Office of Federal Contract  
Compliance, Department  
of Labor.  
E. G. MATTISON,  
Administrative Director,  
Plans for Progress.

[F.R. Doc. 66-2633; Filed, Mar. 9, 1966;  
11:50 a.m.]

## FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 16258; FCC 66-204]

### AMERICAN TELEGRAPH AND TELEPHONE COMPANY AND ASSOCIATED BELL SYSTEM COMPANIES

#### Charge for Interstate and Foreign Communication Service; Memorandum Opinion and Order

1. The Commission has before it three petitions for modification of the procedures set forth in its memorandum opinion and order of December 22, 1965 (FCC 65-1143, 2 F.C.C. 2d 142)—filed by the Bell System Respondents (AT&T) on January 12, 1966, and by GT&E Service Corp. (GT&E) and the U.S. Independent Telephone Association (USITA) on January 24, 1966; answers filed by the Western Union Telegraph Co.; and a reply filed by GT&E.

2. The petitions request that the Chief of the Common Carrier Bureau and his staff not participate in the making of Commission decisions and that they be subject to the same procedural requirements in this proceeding as participants representing outside parties. The AT&T and GT&E petitions, in addition, request that the procedures to be followed at the end of phase 2 also be followed prior to the issuance of any Commission order at the end of phase 1.<sup>1</sup>

3. The arguments submitted by petitioners in support of their contentions that the Common Carrier Bureau should be separated from the Commission in this proceeding are essentially the same as those submitted by AT&T, USITA, and other participants in Docket 15381. These arguments and those set out in the

<sup>1</sup> The GT&E petition also requests modification of the procedures (set forth in the December 22 order) governing consideration of the separation and allocation of investment and expenses between intrastate and interstate operations. This question, which is also the subject of petitions for modification filed by the National Association of Railroad and Utilities Commissioners on January 18, 1966, and by the Bell System Respondents on January 21, 1966, will be considered in a separate opinion.



dissenting opinion were considered by the Commission at length in the memorandum opinion and order to which petitioners object. We have carefully considered the arguments advanced in the petitions and in the revised dissenting opinion. For the reasons stated in our prior opinion and developed further here, we believe that the public interest will be served by adhering to the status assigned to the Common Carrier Bureau in the order.

4. As indicated in our prior opinion, the procedures to which petitioners object are completely in accord with the procedures followed by this Commission in every rate making proceeding held since its inception. They are in complete accord with the procedures prescribed for rate making proceedings by the Administrative Procedure Act, and with the intent of Congress with respect to such proceedings in this very field. Petitioners thus ignore the fact that in the 1952 amendments to the Communications Act Congress considered this precise question and made the judgment to allow the Commission to continue these procedures because of the nature of proceedings for prescribing rates for the future. Their legality and constitutionality have recently and unambiguously been upheld by the courts.<sup>2</sup> The Congress, the Courts and the Commission, in its procedures, have thus recognized the essential differences between quasi-legislative and quasi-judicial proceedings, and the commensurate need for procedures in rate making which differ from those in adjudication.

5. The policy considerations which led to the explicit distinction in the APA and to the congressional judgment in 1952 are the same ones relied upon by the Commission in its memorandum opinion and order to which petitioners object. We shall not repeat them here. We simply state that the function of the Common Carrier Bureau in this rule making proceeding will be the same as it has been in the many previous hearing proceedings of this nature; that its function at the preliminary and hearing stages is not that of a prosecutor or of an advocate<sup>3</sup> and is entirely consistent with its role as advisor to the Commission at the decisional stage; and that the long established procedures here followed are fair,

will expedite the proceeding, and "will best conduce to the proper dispatch of business and to the ends of justice." (section 4(j) of the Communications Act). We also note that while in some recent cases the Chief of the Common Carrier Bureau, in line with the authority set out in section 8(a) of the APA, has prepared and issued the recommended decision, we have specified a different procedure because of the special role assigned to the panel of Commissioners in our order of December 22, 1965. While not cutting itself off from the advice of its expert staff, the panel of Commissioners will be in complete charge of, and issue, the recommended decision in this proceeding.

6. Certain of the arguments raised in the petitions do warrant further comment. First, the contention that the Common Carrier staff, because of policy recommendations which it has made over the last 8 years, is disqualified from advising the Commission on an ex parte basis—and that this would be so, whether or not it participated in the proceeding by adducing evidence or examining witnesses. But the cases cited by petitioner in support of its claim are inapposite. These cases all involved quasi-judicial proceedings, and the court decisions emphasized that fact. *Amos Treat & Co. v. SEC*, 306 F. 2d 260 (CA DC 1962) (revocation of broker-dealer registration); *Texaco, Inc. v. FTC*, 336 F. 2d 754 (CA DC 1964) (FTC complaint charging unfair competition); *Trans World Airlines v. CAB*, 254 F. 2d 90 (CA DC 1958) (mail pay case); and *Berkshire Employees Ass'n v. NLRB*, 121 F. 2d 235 (C.A. 3, 1941) (unfair labor practices complaint). The fundamental differences between adjudication and rule making cannot be dismissed as a technicality, as petitioners assert. We note also that, were we to accept this novel argument, the Commission could not receive policy advice from any expert staff at any time, without losing the right to consult with that staff in any subsequent rate making hearing case involving similar policy issues. There is no question but that, in this rule making field, the Commission may freely receive policy recommendations from its staff over the years, and that such recommendations, whether made privately or publicly, do not and should not act to bar the staff from continuing to advise the Commission in any subsequent hearing case. As to petitioners' argument that such advice may be given on the record, such limitation would not permit the full and effective use of the expert staff, brought to bear on the record and the complex considerations stemming from the record, contemplated by the Administrative Conference Report cited by petitioners.<sup>4</sup>

<sup>4</sup> The value of the Common Carrier Bureau to the Commission in this proceeding stems from its day-to-day experience in rate regulation and its knowledge of the telephone industry. Other staff members who petitioners suggest should advise the Commission do not, of course, have this expert knowledge.

7. In our memorandum opinion and order of January 19, 1966 (FCC 66-55), we stated that the cooperating State commissioners would sit with the presiding officers in this proceeding and have a full opportunity to ask questions during the course of the hearing, but that the rules of the Commission regarding ex parte communications would be applicable to them. It is now argued that the same ex parte rules should apply to the Common Carrier Bureau. This argument completely overlooks the fact, however, that the National Association of Railroad and Utilities Commissioners and many of the State regulatory commissions are to participate as parties to this proceeding and that they are entitled, and do intend, to advocate their particular interests herein. The role and functions of the Common Carrier Bureau in this proceeding are of a different nature entirely.

8. The petitions appear to argue that some fundamental change in our rate making procedures was made when the Commission this past year adopted regulations governing ex parte communications in hearing proceedings (FCC 65-598, July 7, 1965, 1 F.C.C. 2d 49). Those rules, however, merely recognized and codified the fact that rate making proceedings must be decided on the record and that ex parte communication between interested parties and decision-making Commission personnel in such proceedings is improper. Before their adoption, it was well-established that ex parte communications concerning the merits of such a proceeding, between interested parties and members of the agency, were prohibited. The ex parte rules added to this only by making it clear that discussion of the merits of the proceeding with the Commission's advisors was no different than a discussion of the merits with members of the Commission.<sup>5</sup>

9. Finally, we wish to reiterate that the purpose of this proceeding is to prescribe rates for the future under which adequate communication services will be provided to the public at reasonable charges. We start with no assumption that existing rates should be changed or,

<sup>5</sup> It is important to note, however, that these rules do not, as is argued, prevent ex parte discussion of procedural matters between the Bureau and other participants in the proceeding unless those matters are in dispute (1 F.C.C. 2d 49, 56-57). Nor is the Bureau cut off from prospective public witnesses and thus the effective discharge of its function to insure full development of all relevant public interest considerations. Specifically, we wish to make clear that it is permissible for the staff of the Common Carrier Bureau in this proceeding to communicate informally with prospective witnesses to the extent that such communication is necessary for the adducement of record evidence, whether the communication is initiated by the staff or by such prospective witness. (See § 1.225 of the Commission's rules.) If there is ambiguity in our present rules, those rules will be clarified in our action, shortly to be issued, on the pending petitions for reconsideration in Docket No. 1531. No evidence will, of course, be relied upon, unless introduced in the proceeding and subject to the examination of the parties.

<sup>2</sup> *Wilson & Co. v. United States*, 335 F. 2d 788, 796 (C.A. 7, 1964), cert. denied on this point, 380 U.S. 951 (1965). Contrary to the contentions of AT&T and USITA, the Court of Appeals in the *Wilson* case fully considered all relevant arguments (including *Morgan v. U.S.*, 304 U.S. 1; the argument based on essential fairness; section 205 of the Communications Act; and the fact that the validity of existing rates was involved) in squarely upholding the legality of the Commission's procedures. As a party to that case, AT&T stated in its brief in the Seventh Circuit that "it seems clear that the procedure followed by the Commission in this case does not run counter to existing statutes and that any change must be fashioned by Congress, or by the administrative agencies through rules of procedures." (p. 26.)

<sup>3</sup> The Bureau's role is thus not a partisan one but rather to insure the full development of all relevant public interest considerations.



If so, whether they should be higher or lower than at present, but only with preliminary data indicating that an inquiry into these matters is warranted. Recommendations that this proceeding be held, and the decision that it should be held, entail no assertion or accusation by the Commission or by its staff that present rates are unlawful. The tasks assigned us in a proceeding of this kind are legislative in nature, and the procedures we are following are appropriate to carrying out those tasks in full accord with the requirements of law and basic fairness to all parties.

10. The second request of AT&T and GT&E concerns the procedures to be followed at the conclusion of phase 1. As indicated in our prior memorandum opinion and order, consideration will be given at the conclusion of phase 1 as to what action, if any, should be taken on the basis of the record made up to that point. If it is determined that such action is warranted, we will, of course, afford all parties their full procedural rights.

11. In view of the foregoing: *It is ordered*, That the petitions for modification of procedures submitted by AT&T, GT&E, and USITA are granted to the extent specified in paragraph 10 above, and are in all other respects denied.

Adopted: March 2, 1966.

Released: March 4, 1966.

FEDERAL COMMUNICATIONS  
COMMISSION,<sup>2</sup>

[SEAL] BEN F. WAPLE,  
Secretary.

[F.R. Doc. 66-2507; Filed, Mar. 9, 1966;  
8:48 a.m.]

[Docket No. 15396; FCC 66-212]

## FRAUDULENT BROADCAST STATION BILLING PRACTICES

### Memorandum Opinion and Order

In the matter of amendment of Part. 73 of the Commission's rules and regulations to regulate fraudulent billing practices of standard, FM and television broadcast stations; Docket No. 15396.

1. On October 20, 1965, the Commission issued a report and order in this docketed proceeding (1 FCC 2d 1068; FCC 65-951) which adopted rules prohibiting certain billing practices by broadcast licensees. The Commission now has before it for consideration petitions for reconsideration of its report and order filed November 19 and November 22, 1965, by Metromedia, Inc., and the Maryland-District of Columbia-Delaware Broadcasters' Association, Inc.,<sup>3</sup> respectively.

<sup>2</sup> Although the Association did not participate in the original proceeding and has not shown good cause for its failure to participate in the earlier stages of the proceeding, we have nevertheless considered the matters it has raised since they are essentially similar to those raised by Metromedia, Inc.

<sup>3</sup> Concurring statement of Commissioner Cox and dissenting statement of Commissioner Loevinger filed as part of original document.

2. Both of the parties contend that the Commission lacks the legal authority to promulgate the rules in question and argue that the cases cited by the Commission are not in point and that the rules are an unwarranted interference in the private contractual arrangements of broadcasters and their customers. The Association argues, additionally, that the rules are unnecessary since the Commission can discourage the practice through the exercise of its licensing power to deny license renewal of a station that has engaged in fraudulent billing and that the rules are in intrusion into an area better left to the Federal Trade Commission since they deal with matters which are examples of unfair competition. The parties request the Commission to reconsider the report and order and dismiss the proceeding for lack of jurisdiction.

3. The arguments advanced as to alleged lack of jurisdiction advance nothing here which was not previously considered when we adopted the rules. In response to the lack of authority argument, we pointed out in the report and order (par. 5) that the practices proposed to be prohibited were "patently (para. 5) that the practices proposed to be prohibited were 'patently fraudulent'; that they were one aspect of the operation of licensed facilities; and that the public interest standard of the Communications Act 'implies a requirement that the licensee be law abiding in the operation of his station, Federal Communications Commission v. American Broadcasting Co., 347 U.S. 284, 290 (1954); Granik v. Federal Communications Commission, 234 F. 2d 682 (1956)." We held that the prohibition of a particular fraudulent practice as being inconsistent with operation in the public interest was not an illegal supervision of a licensee's business practices. The cases cited support the proposition stated and are, we think, clearly relevant.

4. It is conceded by the Association that the Commission has the authority to consider the practices in question in the exercise of its licensing authority. That this authority may also be exercised by rule making as well as case by case consideration is settled. See *Security and Exchange Commission v. Chenery Corp.*, 332 U.S. 194 (1947); *Logansport Broadcasting Corp. v. United States*, 210 F. 2d 24 (1954); *Federal Communications Commission v. American Broadcasting Co.*, supra. We think that the instant rule is an entirely proper particularization of the public interest standard of the Communications Act. The remaining arguments are addressed more properly to whether we should exercise our authority to adopt the rule and were adequately treated in the report and order (see paragraphs 3, 5, and 6).

5. Interpretive example 7 was objected to by both parties and the Association objected as well to example 6. The As-

sociation stated, as to the latter example, that it, along with example 7, goes "far beyond the limits of the law of agency to impose responsibility on the licensee for acts over which it has no control." As to example 7, the parties stated that advertising of the nature here involved is normally placed by an agency and the licensee's dealings are with the agency alone. It is contended that under such circumstances, the licensee's duty should be at an end when it submits an invoice to the agency which notes that a frequency discount or bonus has been earned; it should not have the further burden of advising the co-op advertiser of this fact. The parties allege that the example, however, does require the licensee to advise the co-op advertiser of the frequency discount.

6. In view of the absence of any specific criticism of example 6, we see no need for its revision or deletion. As to example 7 and the alleged burden which it places on the licensee, we wish to invite the attention of all concerned to paragraph 8 of the report and order (at page 1073) where we stated: "The licensee can avoid this problem [of causing the co-op advertiser to be deceived by reason of his lack of knowledge of the frequency discount] merely by taking appropriate steps to see that the co-op advertiser is aware of a possible frequency discount (e.g. by noting this fact on the bill)." (italic supplied). Thus, we indicated in the report and order that the licensee can meet its obligation by doing exactly what the parties now suggest. However, since the wording of the interpretive example technically does place the burden on the licensee to make the co-op advertiser aware of the frequency discount, we are revising the example to make it conform with the language in the report and order. As revised, the interpretation will read as follows:

*Interpretation.* This practice constitutes fraudulent billing unless the licensee can provide satisfactory evidence that it has taken reasonable steps to inform the manufacturer of "Appliance A" that the advertising may be subject to a frequency discount.

7. Accordingly, in view of the above: *It is ordered*, This 2d day of March 1966, that the petitions for reconsideration filed by Metromedia, Inc., and the Maryland-District of Columbia-Delaware Broadcasters' Association, Inc., are hereby denied.

Released: March 4, 1966.

FEDERAL COMMUNICATIONS  
COMMISSION,<sup>2</sup>

[SEAL] BEN F. WAPLE,  
Secretary.

[F.R. Doc. 66-2508; Filed, Mar. 9, 1966;  
8:48 a.m.]

<sup>2</sup> Commissioner Hyde abstaining from voting; Commissioners Loevinger and Wadsworth concurring in the result.



[Docket Nos. 16487, 16488; FCC 66M-317]

**HENNEPIN BROADCASTING ASSOCIATES, INC., AND WMIN, INC.****Order Scheduling Hearing**

In re applications of Hennepin Broadcasting Associates, Inc., St. Paul, Minn., Docket No. 16487, File No. BPH-4369; WMIN, Inc., St. Paul, Minn., Docket No. 16488, File No. BPH-4869; for construction permits:

*It is ordered*, This 3d day of March 1966, that Basil P. Cooper shall serve as Presiding Officer in the above-entitled proceeding; that the hearings therein shall be convened on April 19, 1966, at 10 a.m.; and that a prehearing conference shall be held on March 31, 1966, commencing at 9 a.m.: *And, it is further ordered*, That all proceedings shall be held in the offices of the Commission, Washington, D.C.

Released: March 3, 1966.

**FEDERAL COMMUNICATIONS**[SEAL] **BEN F. WAPLE,**  
*Secretary.*[F.R. Doc. 66-2509; Filed, Mar. 9, 1966;  
8:48 a.m.]

[Docket Nos. 16342-16344; FCC 66M-316]

**SEVEN (7) LEAGUE PRODUCTIONS, INC. (WIII), ET AL.****Order Regarding Procedural Dates**

In re applications of Seven (7) League Productions, Inc. (WIII), Homestead, Fla., Docket No. 16342, File No. BR-3580, for renewal of license; and South Dade Broadcasting Co., Inc., Homestead, Fla., Docket No. 16343, File No. BP-16371; Redlands Broadcasting Co., Inc., Homestead, Fla., Docket No. 16344, File No. BP-16476; for construction permits.

The Hearing Examiner having for consideration a Joint Motion for Continuance, filed on February 28, 1966, by South Dade Broadcasting Co., Inc., and Seven (7) League Productions, Inc., together with the record of a prehearing conference held on March 3, 1966;

It appearing, that the parties anticipate the filing on or before March 28, 1966, of certain pleadings which, if approved, may reasonably be expected to result in a modification of the matters to be proven herein;

It further appearing, that, under such circumstances, it is appropriate to hold further hearing proceedings in abeyance, and to schedule another prehearing conference for the purpose of reevaluating the situation after the happening of now-prospective events;

*It is ordered*, This 3d day of March 1966, that the subject Joint Motion for Continuance is granted to the extent hereinafter indicated; that the procedural dates now established herein are continued, pending further order; and that a prehearing conference herein shall convene on April 5, 1966, com-

mencing at 9 a.m. in the offices of the Commission at Washington, D.C.

Released: March 3, 1966.

**FEDERAL COMMUNICATIONS COMMISSION,**[SEAL] **BEN F. WAPLE,**  
*Secretary.*[F.R. Doc. 66-2510; Filed, Mar. 9, 1966;  
8:48 a.m.]

[Docket Nos. 16485, 16486; FCC 66M-322]

**SOUTHWESTERN BELL TELEPHONE CO. AND HARRISONVILLE TELEPHONE CO.****Order Scheduling Hearing**

In re applications of Southwestern Bell Telephone Co., Docket No. 16485, File No. 1684-C2-P-65, for a construction permit to modify the facilities of Station KAA 818 in the Domestic Public Land Mobile Radio Service at St. Louis, Mo.; and Harrisonville Telephone Co., Docket No. 16486, File No. 6218-C2-P-65, for a construction permit to establish new facilities in the Domestic Public Land Mobile Radio Service at Waterloo, Ill.:

*It is ordered*, This 3d day of March 1966, that Forest L. McClenning shall serve as Presiding Officer in the above-entitled proceeding; that the hearings therein shall be convened on April 12, 1966, at 10 a.m.; and that a prehearing conference shall be held on March 29, 1966, commencing at 9 a.m.: *And, it is further ordered*, That all proceedings shall be held in the offices of the Commission, Washington, D.C.

Released: March 4, 1966.

**FEDERAL COMMUNICATIONS COMMISSION,**[SEAL] **BEN F. WAPLE,**  
*Secretary.*[F.R. Doc. 66-2511; Filed, Mar. 9, 1966;  
8:48 a.m.]

[Docket Nos. 16381, 16382; FCC 66M-321]

**J. C. STALLINGS AND TEXAN BROADCASTING CO., INC.****Order Continuing Hearing**

In re applications of J. C. Stallings, Nacogdoches, Texas, Docket No. 16381, File No. BPH-4709; Texan Broadcasting Co., Inc., Nacogdoches, Texas, Docket No. 16382, File No. PBH-4730; for construction permits.

The process under way to redo the FM channels available in Nacogdoches and the likelihood that the competitive aspects of the subject proceeding can be avoided warrant a postponement of the now-scheduled hearing date. *Accordingly, it is ordered*, This 3d day of March 1966, that the hearing in this proceeding now scheduled to begin on March 18 will instead open on April 29, 1966.

Released: March 4, 1966.

**FEDERAL COMMUNICATIONS COMMISSION,**[SEAL] **BEN F. WAPLE,**  
*Secretary.*[F.R. Doc. 66-2512; Filed, Mar. 9, 1966;  
8:48 a.m.]

[FCC 66-215]

**COMPARATIVE BROADCAST HEARINGS****Addendum to Policy Statement**

MARCH 4, 1966.

The Commission, having observed the importance of continued broadcast services during the November 1965 northeast power failure, considers it appropriate to add the acquisition and proposed use of auxiliary power equipment as a factor of decisional significance in comparative AM and FM broadcast proceedings.

The addition of this factor implements the Commission's stated objective in issuing the Policy Statement of July 28, 1965, to secure licensees who will serve the public interest, including the safety of the public. The experience gained during the northeast power failure clearly demonstrated that the continuance of broadcast services prevented many potential problems and contributed to public safety during the emergency, and that the availability of auxiliary power was essential to the ability of stations to remain on the air to serve the public.

As stated in the Policy Statement of July 28, none of the factors is assigned an absolute value. The additional factor mentioned above, like all the factors discussed in the Policy Statement, will be weighed and considered in the light of the Commission's primary objectives of providing for the best practicable service to the public and a maximum diffusion of control of the media of mass communication. This factor will apply only in cases designated for hearing after March 14, 1966.

Adopted: March 2, 1966.

**FEDERAL COMMUNICATIONS COMMISSION,<sup>1</sup>**[SEAL] **BEN F. WAPLE,**  
*Secretary.*[F.R. Doc. 66-2513; Filed, Mar. 9, 1966;  
8:48 a.m.]**FEDERAL HOME LOAN BANK BOARD**

[No. 19,752]

**ESTABLISHMENT AND OPERATION OF MOBILE FACILITIES BY FEDERAL SAVINGS AND LOAN ASSOCIATIONS****Statement of Policy**

MARCH 3, 1966.

Resolved that the Federal Home Loan Bank Board, upon the basis of consideration by it of the advisability of publishing a statement of its policy concerning the establishment and operation of mobile facilities by Federal savings and loan associations, hereby directs the Secretary to the Board to transmit the following statement approved by the Board to the Office of Federal Register for publication.

<sup>1</sup> Commissioner Wadsworth abstaining from voting.



**STATEMENT OF POLICY WITH RESPECT TO ESTABLISHMENT AND OPERATION OF MOBILE FACILITIES BY FEDERAL SAVINGS AND LOAN ASSOCIATIONS**

It is the Board's policy to permit the establishment and operation of mobile facilities by Federal savings and loan associations in a particular State if the State law, or State practice in absence of statutory prohibition, permits savings and loan associations, savings banks, or commercial banks of the State to establish branches in such State or to conduct chain, group, or affiliate operations. The Board will not, however, approve the establishment and operation of a particular mobile facility unless in its judgment there is a need for such facility at each proposed location and it is not feasible to establish a full-time office at each such location.

By the Federal Home Loan Bank Board.

[SEAL] HARRY W. CAULSEN,  
Secretary.

[F.R. Doc. 66-2541; Filed, Mar. 9, 1966;  
8:50 a.m.]

[No. 19,755]

**DISTRICT OF COLUMBIA SAVINGS AND LOAN ASSOCIATION OFFICES**

**Statement of Policy**

MARCH 4, 1966.

Whereas, by Federal Home Loan Bank Board Resolution No. 19,754, dated March 4, 1966, this Board resolved, pursuant to Part 508 of the general regulations of the Federal Home Loan Bank Board (12 CFR Part 508), to add a new subchapter, Subchapter E, to Chapter V of Title 12 (Banks and Banking) of the Code of Federal Regulations concerning regulations for District of Columbia savings and loan association offices; and

Whereas, this Board considers it appropriate to advise the public of the policy which this Board has adopted with respect to such offices;

Now, therefore, be it resolved, that this Board hereby directs the Secretary to the Board to transmit the following statement, approved by the Board as its policy with respect to this matter, to the Office of the Federal Register for publication.

**STATEMENT OF POLICY WITH RESPECT TO DISTRICT OF COLUMBIA SAVINGS AND LOAN ASSOCIATION OFFICES**

It is the Board's policy, with respect to any "building and loan association," not to approve the establishment of a branch office within the District of Columbia by any such association whose home office is located outside the District of Columbia, or outside the District of Columbia by any such association incorporated or organized under the laws of the District of Columbia. As used in the preceding sentence, the term "building and loan association" shall have the same meaning as it has in the amendment of section 5(c) of the Home Owners' Loan Act of 1933 made by sub-

section (c) of section 1110 of the Housing and Urban Development Act of 1965, i.e., "any incorporated or unincorporated building, building or loan, building and loan, savings and loan, or homestead association or cooperative bank."

By the Federal Home Loan Bank Board.

[SEAL] HARRY W. CAULSEN,  
Secretary.

[F.R. Doc. 66-2542; Filed, Mar. 9, 1966;  
8:50 a.m.]

**FEDERAL MARITIME COMMISSION**

[Docket No. 65-43; 3d Supp. Order]

**INVESTIGATION OF HOUSEHOLD APPLIANCE RATES IN ATLANTIC—GULF/PUERTO RICO TRADE**

**Notice of Expansion of Investigation To Include Seatrain Lines, Inc., and Change of Name of Proceeding**

Whereas, by order served November 24, 1965, the Commission entered into an investigation concerning the lawfulness of certain reduced rates and other matters affecting the transportation of household appliances from Jacksonville to ports in Puerto Rico and named Sea-Land Service, Inc.; TMT Trailer Ferry, Inc. (C. Gordon Anderson, Trustee); and South Atlantic & Caribbean Lines, Inc., as respondents in this proceeding;

Whereas, by Second supplemental order in this proceeding, served January 6, 1966, Gulf-Puerto Rico Lines, Inc., was added as a respondent herein;

Whereas, on January 26, 1966, Seatrain Lines, Inc., filed 3d Revised Page 93-A to its Freight Tariff FMC-F No. 1, which, upon becoming effective March 2, 1966, will reduce rates on household appliances moving from Edgewater, N.J., and Texas City, Tex., to Puerto Rico.

Whereas, the Commission is of the opinion that the new reduced rates on household appliances filed by Seatrain Lines, Inc., may have a direct bearing on the matters currently under investigation herein and therefore should be included in the investigation to determine whether they are unjust, unreasonable, or otherwise unlawful, under the Shipping Act, 1916, or the Intercoastal Shipping Act, 1933:

Now therefore it is ordered, That this proceeding be, and it is hereby expanded to include an investigation into and a hearing concerning the lawfulness of the proposed rate reductions on household appliances currently scheduled to become effective March 2, 1966, on 3d Revised Page 93-A in the aforementioned tariff, with a view to making such findings and orders in the premises as the facts and circumstances shall warrant;

It is further ordered, That Seatrain Lines, Inc., be and it is hereby made respondent in this proceeding and that all subsequent revisions of the rates or other matter affecting the transportation of household appliances, filed by the said respondent shall be, and they are hereby

placed under investigation in this proceeding;

It is further ordered, That (I) a copy of this order shall forthwith be served upon all respondents and protestants herein; (II) the said respondents and protestants be duly notified of the time and place of the hearing ordered; and (III) this order and notice of the said hearing be published in the FEDERAL REGISTER.

All persons (including individuals, corporations, associations, firms, partnerships, and public bodies) having an interest in this proceeding and desiring to intervene therein, should notify the Secretary of the Commission promptly and file petitions for leave to intervene in accordance with Rule 5(n) (46 CFR 502.73).

By the Commission.

[SEAL] THOMAS LIST,  
Secretary.

[F.R. Doc. 66-2543; Filed, Mar. 9, 1966;  
8:50 a.m.]

**FEDERAL POWER COMMISSION**

[Project No. 2563]

**DUKE POWER CO.**

**Notice of Application for License for Constructed Project**

MARCH 3, 1966.

Public notice is hereby given that application has been filed under the Federal Power Act (16 U.S.C. 791a-825r) by Duke Power Co. (correspondence to: Carl Horn, Jr., Vice President and General Counsel, Duke Power Co., 422 South Church Street, Charlotte, N.C.) for a license for constructed Project No. 2563, known as the Tuxedo Project, located on Green River in the vicinity of Hendersonville and Tryon, in Henderson and Polk Counties, N.C.

The existing project consists of the Tuxedo Development comprising: (1) A dam formed by (a) a concrete arch with thrust block about 130 feet high and 266 feet long, containing an overflow spillway with crest at elevation 2,012.6 feet, m.s.l., and (b) integral intake structure about 127 feet long; (2) a reservoir about 4.1 miles long with an area of about 320 acres and storage capacity of about 13,200 acre feet; an eight-foot inside diameter wood penstock leading to a surge tank; (4) a surge tank 25.25 feet in diameter 70 feet high; (5) two 5-foot in diameter wood penstocks each about 606 feet long from the surge tank to the powerhouse; (6) a brick powerhouse containing two generating units rated at 2,500 kw; and provision for a third unit; (7) an outdoor substation; (8) appurtenant facilities; and (9) some private access areas for recreational use of the lake and shorelands; and the Turner Station Project comprising: (1) A dam formed by (a) a multiple arch section about 90 feet high about 378 feet developed length contain-



ing an overflow spillway with crest elevation 911.6 feet, (b) integral intake about 88 feet long structure, and (c) a gravity-type bulkhead section about 285 feet long; (2) a reservoir about 5 miles long with an area of about 440 acres and storage capacity of 11,700 acre feet; (3) two 8-foot steel penstocks; (4) a brick powerhouse housing two vertical turbines each direct connected to 2,750 kw generators with provision for a third unit; (5) an outdoor substation; (6) appurtenant facilities; and (7) public access, parking areas and boat launching ramp.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is April 20, 1966. The application is on file with the Commission for public inspection.

JOSEPH H. GUTRIDE,  
Secretary.

[P.R. Doc. 66-2483; Filed, Mar. 9, 1966;  
8:45 a.m.]

[Project No. 2561]

### SHO-ME POWER CORP.

#### Notice of Application for License for Constructed Project

MARCH 3, 1966.

Public notice is hereby given that application has been filed under the Federal Power Act (16 U.S.C. 791a-825r) by Sho-Me Power Corp. (correspondence to: C. E. Boulson, General Manager, Sho-Me Power Corp., 301 West Jackson Street, Marshfield, Mo.) for a license for constructed Project No. 2561, known as Niangua Project, located on the Niangua River, in the County of Camden, Mo.

The existing project consists of: (1) A dam having an overall length of about 878 feet comprised of a concrete gravity overflow section, a rock and earth-fill section, and a rock-filled crib section; (2) a reservoir at normal water surface elevation 711.5 feet, about 2.25 miles long with an area of about 360 acres and gross capacity of 2,650 acre-feet; (3) a concrete lined tunnel about 830 feet long to surge chamber section at powerhouse; (4) a powerhouse housing 2 vertical turbines directly connected to 2 generators rated at 1,500 kilowatts each; (5) an outdoor substation; (6) appurtenant facilities; and (7) access areas for public fishing and boating.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is April 25, 1966. The application is on file with the Commission for public inspection.

JOSEPH H. GUTRIDE,  
Secretary.

[P.R. Doc. 66-2485; Filed, Mar. 9, 1966;  
8:45 a.m.]

[Docket Nos. RI64-108, RI64-489]

### SINCLAIR OIL & GAS CO., ET AL.

#### Order Making Party Co-Respondent and Accepting for Filing Co-Respondent's Agreements and Undertakings

MARCH 3, 1966.

Sinclair Oil & Gas Co. (Operator), et al.,<sup>1</sup> Western Natural Gas Co. (Operator), et al., and Continental Oil Co., Docket No. RI64-108; Sinclair Oil & Gas Co. (Operator), et al., and Continental Oil Co., Docket No. RI64-489.

On March 15, 1965, Continental Oil Co. (Continental) tendered for filing a contract dated March 27, 1961, covering its 37.5 percent interest in properties previously covered by Sinclair Oil & Gas Co. (Operator), et al.'s FPC Gas Rate Schedule No. 289.<sup>2</sup> By letter dated May 26, 1965, Continental was advised of the Commission's acceptance of its filing to become effective as of April 15, 1965, subject to the suspension proceedings in Docket Nos. RI64-108 and RI64-489. The proposed filing has been designated as Continental's FPC Gas Rate Schedule No. 295. On April 29, 1965, Continental filed its agreements and undertakings, as co-respondent, in the above suspension proceedings.

The proceeding in Docket No. RI64-108 relates to rate increases filed by Western Natural Gas Company (Operator), et al. (Western Natural), on August 12, 1963, and suspended by the Commission's order issued in said docket on August 27, 1963, until September 13, 1963.<sup>3</sup> The proceeding in Docket No. RI64-489 relates to a rate increase filed by Sinclair Oil & Gas Co. (Operator), et al. (Sinclair), on November 29, 1963, and suspended by the Commission's order issued on December 31, 1963, until June 1, 1964. The suspended rates have been made effective subject to refund under agreements and undertakings filed by Sinclair.

#### The Commission finds:

It is necessary and proper in carrying out the provisions of the Natural Gas Act and the regulations thereunder, that Continental be joined as co-respondent with Sinclair and Western Natural in Docket No. RI64-108, and with Sinclair in Docket No. RI64-489, that such proceedings be redesignated accordingly, and that Continental's agreements and undertakings submitted in these proceedings on April 29, 1965, be accepted for filing.

<sup>1</sup> Successor to Western Natural Gas Co. (Operator), et al.

<sup>2</sup> Covered by a certificate issued in Docket No. CI61-1454 to Sinclair.

<sup>3</sup> By the Commission's order issued on March 11, 1964, in Docket Nos. G-4535, et al., Sinclair was permitted to be substituted in lieu of Western Natural as certificate holder in Docket No. CI61-1454; Sinclair was made a party respondent in lieu of Western Natural with respect to sales made on and after July 1, 1963, with Western Natural to remain a respondent with respect to sales made before July 1, 1963, and the proceeding was redesignated accordingly.

#### The Commission orders:

(A) Continental is hereby joined as co-respondent with Sinclair and Western Natural in the proceeding in Docket No. RI64-108, and as a co-respondent with Sinclair in the proceeding in Docket No. RI64-489, and such proceedings are redesignated accordingly.

(B) The agreements and undertakings submitted by Continental on April 29, 1965, to assure refund of any excess charges which might be determined in Docket Nos. RI64-108 and RI64-489, appear to be satisfactory and are accepted for filing.

(C) Continental shall comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder. Continental's agreement and undertakings shall remain in full force and effect until discharged by the Commission.

By the Commission.

[SEAL]

JOSEPH H. GUTRIDE,  
Secretary.

[P.R. Doc. 66-2486; Filed, Mar. 9, 1966;  
8:46 a.m.]

## SECURITIES AND EXCHANGE COMMISSION

[812-1903]

### E. I. DU PONT DE NEMOURS AND CO.

#### Notice of Filing of Application for Order Exempting Proposed Transaction

MARCH 4, 1966.

Notice is hereby given that E. I. du Pont de Nemours and Co. ("applicant"), 1007 Market Street, Wilmington, Del., 19898, a Delaware corporation, 29 percent of the common stock of which is owned by Christiana Securities Co. ("Christiana"), a registered closed-end investment company, has filed an application pursuant to section 17(b) of the Investment Company Act of 1940 ("Act") for an order exempting from the provisions of section 17(a) of the Act a proposed transaction whereby applicant would purchase from Imperial Chemical Industries, Ltd. ("ICI"), ICI's 42.4 percent interest in the outstanding common stock of Compania Sud-Americana de Explosivos ("CSAE") for \$2,100,000. Since applicant owns the remaining 57.6 percent of the common stock of CSAE, CSAE is an affiliate of applicant which is an affiliate of Christiana under section 2(a)(3) of the Act. As a result of ICI's interest in CSAE, ICI is an affiliate of CSAE under the Act.

Section 17 of the Act, as here pertinent, makes it unlawful for any affiliated person of a registered investment company or any affiliated person of such a person to sell to any company controlled by such registered company, any security unless the Commission upon application grants an exemption from such prohibition, after finding that the terms of the proposed transaction are reason-



able and fair and do not involve overreaching on the part of any person concerned, and that the proposed transaction is consistent with the policy of the registered investment company and with the general purposes of the Act.

All interested persons are referred to the application on file with the Commission for a statement of the representations made therein which are summarized below.

Inasmuch as the common stock of CSAE, a Chilean corporation formed in 1920, has never been traded publicly, there are no market prices available as a basis for evaluating the shares. Consequently, applicant requested Morgan Stanley & Co., investment bankers, to supply an independent appraisal of the value of CSAE for use as a guide. Morgan Stanley & Co. concluded, and applicant agrees, that a reasonable value for all of the outstanding common stock of CSAE would be approximately \$3,750,000, assuming a normal amount of working capital. Due to exchange controls imposed by the Chilean government, for several years CSAE has been unable to remit to shareholders all of the funds available for dividends and has accumulated working capital in excess of its requirements. At November 30, 1965, the working capital position of CSAE was as follows:

|                          |             |
|--------------------------|-------------|
| Current assets.....      | \$4,088,000 |
| Current liabilities..... | 1,476,000   |
| Net working capital..... | 2,612,000   |

Applicant estimates that this volume of working capital is approximately double the amount normally required for CSAE. Based on the foregoing, the indicated value of CSAE and the respective interests of applicant and of ICI therein would be the following:

|  |             |
|--|-------------|
| Morgan Stanley & Co, appraisal, assuming normal working capital .....    | \$3,750,000 |
| Applicant's estimate of excess working capital at November 30, 1965..... | 1,306,000   |
| Total value.....   | 5,056,000   |
| Value of:  |             |
| Applicant's interest (57.6%) ..  | 2,912,000   |
| ICI's interest (42.4%) .....   | 2,144,000   |
| Total .....  | 5,056,000   |

Applicant states that there has been no material change in the financial position of CSAE since November 30, 1965.

CSAE owns and operates a plant for the manufacture of commercial explo-

sives at Rio Loa, Chile. It sells the explosives and blasting accessories in Chile and Bolivia. Sales in 1964 were approximately \$4,166,000 and for 1965 are estimated at \$5,232,000. Under the decision of the U.S. District Court for the Southern District of New York in United States of America v. Imperial Chemical Industries, Ltd., E. I. du Pont de Nemours and Co., et al., 105 F. Supp. 215 (S.D.N.Y. 1952), so long as applicant and ICI are both shareholders of CSAE, CSAE's corporate activities are effectively limited to the manufacture of products produced in 1952 and their byproducts. This restricted status of CSAE prompted applicant to enter into negotiations with ICI to terminate the joint ownership and resulted in the offer to ICI by applicant for the stock of CSAE. ICI is not an affiliated person of applicant or Christiana nor does it own or record any securities of either. Neither applicant nor Christiana owns any securities of ICI and none of the officers or directors of applicant or of Christiana occupy such positions with ICI. None of ICI's directors or officers hold similar positions in applicant or Christiana. In order to avoid any adverse effect on the U.S. balance-of-payments program, the agreement between ICI and applicant provides that ICI will retain or invest the proceeds of the sale of the CSAE stock in the United States. Applicant considers the price to be paid for the stock it will acquire under the agreement to be reasonable and fair to all parties concerned.

Notice is further given that any interested person may, not later than March 21, 1966, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission should order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon applicant. Proof of such service (by affidavit or in case of an attorney-at-law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the matter may be issued by the Commission upon the basis of the information stated in

said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

For the Commission (pursuant to delegated authority).

[SEAL]

ORVAL L. DuBois,  
Secretary.

[F.R. Doc. 66-2501; Filed, Mar. 9, 1966; 8:47 a.m.]

[01-5, 01-6, and 01-7]

## JAMESTOWN TELEPHONE CORP. ET AL.

### Order Postponing Hearing

MARCH 4, 1966.

Jamestown Telephone Corp., 01-5; Meadville Telephone Co., 01-6; Home Telephone Co. of Ridgeway, 01-7.

Counsel for Jamestown Telephone Corp., Meadville Telephone Co. and Home Telephone Co. of Ridgeway have requested a 30-day postponement of the hearing, now scheduled for March 7, 1966, on applications of those companies for exemption from the registration provisions of section 12(g) of the Securities Exchange Act of 1934. They indicate that current discussions with counsel for the Division of Corporation Finance may make an evidentiary hearing unnecessary. Division counsel does not oppose the postponement.

It is ordered, That the hearing is hereby postponed to April 13, 1966, at the same hour and place.

For the Commission (pursuant to delegated authority).

[SEAL]

ORVAL L. DuBois,  
Secretary.

[F.R. Doc. 66-2502; Filed, Mar. 9, 1966; 8:47 a.m.]

## DEPARTMENT OF LABOR

### Office of Federal Contract Compliance

### COMPLIANCE REPORTING SYSTEM

CROSS REFERENCE: For notice relating to the Compliance Reporting System, jointly issued by the Equal Employment Opportunity Commission and the Office of Federal Contract Compliance, Department of Labor, see F.R. Doc. 66-2633, Equal Employment Opportunity Commission, in Notices Section, *infra*.



## CUMULATIVE LIST OF CFR PARTS AFFECTED—MARCH

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