

# FEDERAL REGISTER

VOLUME 31 • NUMBER 67

Thursday, April 7, 1966 • Washington, D.C.

Pages 5477-5537

**Agencies in this issue—**

Appalachian Regional Commission  
Atomic Energy Commission  
Civil Aeronautics Board  
Commodity Credit Corporation  
Consumer and Marketing Service  
Customs Bureau  
Federal Aviation Agency  
Federal Power Commission  
Federal Reserve System  
Fish and Wildlife Service  
Food and Drug Administration  
Geological Survey  
Interagency Textile Administrative  
Committee  
Interior Department  
Internal Revenue Service  
Interstate Commerce Commission  
Land Management Bureau  
National Park Service  
Securities and Exchange Commission  
Small Business Administration  
Tariff Commission  
Treasury Department

Detailed list of Contents appears inside.





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

[Revised Edition—1965]

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

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

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

**Price: 10 cents**

Compiled by Office of the Federal Register, National Archives and Records Service, General Services Administration

[Published by the Committee on the Judiciary, House of Representatives]

Order from Superintendent of Documents, U.S. Government Printing Office, Washington, D.C., 20402



Area Code 202

Phone 963-3261

Published daily, Tuesday through Saturday (no publication on Sundays, Mondays, or on the day after an official Federal holiday), by the Office of the Federal Register, National Archives and Records Service, General Services Administration (mail address National Archives Building, Washington, D.C. 20408), pursuant to the authority contained in the Federal Register Act, approved July 26, 1935 (49 Stat. 500, as amended; 44 U.S.C., ch. 8B), under regulations prescribed by the Administrative Committee of the Federal Register, approved by the President (1 CFR Ch. I). Distribution is made only by the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.

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# Rules and Regulations

## Title 5—ADMINISTRATIVE PERSONNEL

### Chapter IX—Appalachian Regional Commission

#### PART 1900—EMPLOYEE RESPONSIBILITIES AND CONDUCT

##### Correction

In F.R. Doc. 66-3438 appearing at page 5189 in the issue for Thursday, March 31, 1966, the seventh line of § 1900.735-102 now reads: "\* \* \* employee on the Federal staff who vio- \* \* \*". It is corrected to read: "\* \* \* employee on the Federal staff and the \* \* \*".

## Title 7—AGRICULTURE

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

[Navel Orange Reg. 107]

#### PART 907—NAVEL ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

[Valencia Orange Reg. 154]

#### PART 908—VALENCIA ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

##### Limitation of Handling

##### Correction

In F.R. Docs. 66-3666 and 66-3665 appearing at pages 5313 and 5314, respectively, in the issue for Saturday, April 2, 1966, the titles for both signatures are corrected to read "Acting Director" instead of "Director".

### Chapter X—Consumer and Marketing Service (Marketing Agreements and Orders; Milk), Department of Agriculture

#### MILK IN TRI-STATE MARKETING AREA ET AL.

#### Determination of Equivalent Prices for Grade AA (93-Score) and Grade A (92-Score) Butter at Chicago

In the matter of:

7 CFR Part and Marketing area

- 1005 Tri-State.
- 1008 Greater Wheeling.
- 1009 Clarksburg.
- 1011 Appalachian.
- 1012 Tampa Bay.
- 1013 Southeastern Florida.

- 1030 Chicago.
- 1031 Northwestern Indiana.
- 1032 Suburban St. Louis.
- 1033 Greater Cincinnati.
- 1034 Dayton-Springfield.
- 1035 Columbus.
- 1036 Northeastern Ohio.
- 1038 Rock River Valley.
- 1039 Milwaukee.
- 1040 Southern Michigan.
- 1041 Northwestern Ohio.
- 1043 Upstate Michigan.
- 1044 Michigan Upper Peninsula.
- 1045 Northeastern Wisconsin.
- 1046 Louisville-Lexington-Evansville.
- 1047 Fort Wayne.
- 1048 Greater Youngstown-Warren.
- 1049 Indianapolis.
- 1051 Madison.
- 1061 St. Joseph, Mo.
- 1062 St. Louis.
- 1063 Quad Cities-Dubuque.
- 1064 Greater Kansas City.
- 1065 Nebraska-Western Iowa.
- 1066 Sioux City, Iowa.
- 1067 Ozarks.
- 1069 Duluth-Superior.
- 1070 Cedar Rapids-Iowa City.
- 1071 Neosho Valley.
- 1073 Wichita.
- 1074 Southwest Kansas.
- 1075 Black Hills, S. Dak.
- 1076 Eastern, S. Dak.
- 1078 North Central Iowa.
- 1079 Des Moines, Iowa.
- 1090 Chattanooga.
- 1094 New Orleans.
- 1096 Northern Louisiana.
- 1097 Memphis.
- 1098 Nashville.
- 1099 Paducah.
- 1101 Knoxville.
- 1102 Fort Smith.
- 1103 Mississippi.
- 1104 Red River Valley.
- 1106 Oklahoma Metropolitan.
- 1108 Central Arkansas.
- 1120 Lubbock-Plainview.
- 1125 Puget Sound.
- 1126 North Texas.
- 1127 San Antonio.
- 1128 Central West Texas.
- 1129 Austin-Waco.
- 1130 Corpus Christi.
- 1131 Central Arizona.
- 1132 Texas Panhandle.
- 1133 Inland Empire.
- 1134 Western Colorado.
- 1136 Great Basin.
- 1137 Eastern Colorado.
- 1138 Rio Grande Valley.

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and to the applicable provisions of the orders, as amended, regulating the handling of milk in the aforesaid marketing areas (7 CFR Part 900), hereinafter referred to as the "orders," it is hereby found and determined as follows:

(1) Inasmuch as the daily wholesale selling prices for Grade AA (93-score) and Grade A (92-score) butter on the Chicago market, as reported by the Dairy and Poultry Market News Branch, Poultry Division, Consumer and Marketing Service, U.S. Department of Agriculture, and employed in the orders as factors in the formulas for computing the class

prices and butterfat differentials, are not available on a number of days during the month of March 1966, and the averages of the limited number of daily prices reported are not representative of such prices for the month of March 1966, it is hereby determined that the equivalent price for Grade AA (93-score) butter at Chicago for March 1966 shall be 63.52 cents and the equivalent price for Grade A (92-score) butter at Chicago shall be 63.40 cents for March 1966.

(2) Notice of proposed rule making, public procedure thereon and 30 days prior notice of the effective date hereof are impractical, unnecessary, and contrary to the public interest, in that (a) the daily wholesale selling prices for Grade AA (93-score) and Grade A (92-score) butter on the Chicago market have not been reported by the Dairy and Poultry Market News Branch, Consumer and Marketing Service, U.S. Department of Agriculture, on a number of days during the month of March 1966, and the averages of the limited number of daily prices reported are not representative of such prices for the month of March 1966; (b) the determination of an equivalent price immediately is necessary to make possible the announcement of the minimum class prices and butterfat differentials under the orders in valuing producer milk received by handlers during the month of March 1966; (c) an essential purpose of this determination is to give all interested persons notice that the averages of Grade AA (93-score) and Grade A (92-score) butter prices reported by the Dairy and Poultry Market News Branch for March 1966 are not being used for the purpose of the price computations required in connection with the computation of class prices and butterfat differentials under the aforesaid orders; and (d) this determination does not require substantial or extensive preparation of any person.

Signed at Washington, D.C., on April 1, 1966.

GEORGE L. MEHREN,  
Assistant Secretary.

[F.R. Doc. 66-3717; Filed, Apr. 6, 1966; 8:45 a.m.]

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

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

[CCC Grain Price Support Regs., 1966 and Subsequent Crops Oats Supp.]

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

#### Subpart—1966 and Subsequent Crops Oats Loan and Purchase Program

##### Correction

In F.R. Doc. 66-2884 appearing at page 4581 in the issue of Friday, March 18,



1966, the second line of the authority citation is corrected by changing "82 Stat. 1070, as amended;" to read "62 Stat. 1070, as amended;".

## Title 12—BANKS AND BANKING

### Chapter II—Federal Reserve System

#### SUBCHAPTER A—BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM

[Reg. R]

### PART 218—RELATIONS WITH DEALERS IN SECURITIES UNDER SECTION 32, BANKING ACT OF 1933

#### Exceptions

1. Effective March 29, 1966, § 218.2 is amended to read as set forth below. The footnotes to § 218.2 are unchanged.

#### § 218.2 Exceptions.

Pursuant to the authority vested in it by section 32, the Board of Governors of the Federal Reserve System hereby grants permission<sup>2</sup> for any officer, director, or employee of any member bank of the Federal Reserve System, unless otherwise prohibited,<sup>3</sup> to be at the same time an officer, director, or employee of any corporation or unincorporated association, a partner or employee of any partnership, or an individual, engaged in the issue, flotation, underwriting, public sale, or distribution, at wholesale or retail, or through syndicate participation, of any stocks, bonds, or other similar securities, if so engaged only as to the following securities: bonds, notes, certificates of indebtedness, and Treasury bills of the United States; obligations fully guaranteed both as to principal and interest by the United States; general obligations of territories, dependencies, and insular possession of the United States; obligations of Federal Intermediate Credit banks, Federal Land banks, Central Bank for Cooperatives, Federal Home Loan banks, the Federal National Mortgage Association, and the Tennessee Valley Authority; certificates of interest of the Commodity Credit Corporation; and, subject to specifications contained in paragraph Seventh of section 5136, Revised Statutes (12 U.S.C. 24), obligations of the International Bank for Reconstruction and Development, the Inter-American Development Bank, local public agencies, public housing agencies, and obligations insured by the Federal Housing Administrator.

2a. The purpose of this amendment is to add two categories to the obligations presently listed in this section, which exempts relationships between member banks and firms dealing only in certain types of obligations. Those two categories of obligations are (1) certificates of interest issued by the Commodity Credit Corporation and (2) obligations of public housing agencies.

b. The notice, public participation, and deferred effective date described in section 4 of the Administrative Procedure Act are not followed in connection with this amendment, nor is the effective

date thereof deferred. In the circumstances, such procedure and delay would serve no useful purpose (See § 262.1(e) of the Board's rules of procedure (12 CFR 262.1(e)).

(12 U.S.C. 78)

Dated at Washington, D.C., this 29th day of March 1966.

By order of the Board of Governors.

[SEAL]

MERRITT SHERMAN,  
Secretary.

[F.R. Doc. 66-3726; Filed, Apr. 6, 1966; 8:45 a.m.]

## Title 14—AERONAUTICS AND SPACE

### Chapter I—Federal Aviation Agency

[Docket No. 7272; Amdt. 39-219]

### PART 39—AIRWORTHINESS DIRECTIVES

#### Grumman Model G-164 Airplanes

The Agency has determined that the surface control lock if not properly stowed forward in the spring retaining clip, can rotate aft and foul the control stick on Grumman Model G-164 airplanes. Since this condition is likely to exist or develop in other airplanes of the same type design, an airworthiness directive is being issued to require the installation of a tension spring to hold the lock forward when not in use.

Since a situation exists that requires immediate adoption of this regulation, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than 30 days.

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

GRUMMAN. Applies to Model G-164 airplanes, Serial Numbers 301 through 400.

Compliance required within the next 25 hours' time in service after the effective date of this AD, unless already accomplished.

To prevent fouling of the control stick by the surface control lock, install a tension spring and two "S" hooks in accordance with Grumman Aircraft Engineering Corp. drawing A1521, Revision B, sheet 2.

(Grumman Aircraft Engineering Corp. Mandatory Service Bulletin No. 34, dated Mar. 8, 1966, pertains to this subject.)

This amendment becomes effective April 7, 1966.

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

Issued in Washington, D.C., on March 31, 1966.

JAMES F. RUDOLPH,  
Acting Director,  
Flight Standards Service.

[F.R. Doc. 66-3719; Filed, Apr. 6, 1966; 8:45 a.m.]

[Docket No. 7263; Amdt. 39-220]

### PART 39—AIRWORTHINESS DIRECTIVES

#### Boeing Models 707 and 720 Series Airplanes

Pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), an airworthiness directive was adopted on March 30, 1966, and made effective immediately as to all known U.S. operators of Boeing Models 707 and 720 Series airplanes. The directive required inspection of the vertical fin rear spar attachment fittings and repair or replacement if cracks were found. This directive was superseded by another telegraphic airworthiness directive on April 2, 1966. The revised directive was amended by telegram dated April 4, 1966.

Since it was found that immediate corrective action was required, notice and public procedure thereon was impracticable and contrary to the public interest and good cause existed for making the airworthiness directive effective immediately as to all known U.S. operators of Boeing Models 707 and 720 Series airplanes by individual telegrams dated April 2, 1966, as amended by telegrams dated April 4, 1966. These conditions still exist and the airworthiness directive is hereby published in the FEDERAL REGISTER as an amendment to § 39.13 of Part 39 of the Federal Aviation Regulations to make it effective as to all persons.

BOEING. Applies to Models 707 and 720 Series airplanes.

Compliance required as indicated.

(a) For airplanes that have not been modified in accordance with paragraph (g) of AD 65-15-1 within the last 1,000 hours' time in service before March 30, 1966, visually inspect for cracks around the four bolt holes of terminal fittings, P/N 5-84487, at Body Station 1505 in accordance with Boeing Alert Service Bulletin No. 2399 within the next 50 hours' time in service after March 30, 1966, or before the accumulation of 12,050 hours' time in service, whichever occurs later, unless already accomplished.

(b) For airplanes with less than 12,000 hours' time in service, inspect in accordance with paragraph (f) of this AD and rework uncracked parts in accordance with Part IV of Bulletin 2399 (R-2) before the accumulation of 12,700 hours' time in service.

(c) For airplanes with 12,000 or more but less than 14,650 hours' time in service inspect in accordance with paragraph (f) of this AD and rework uncracked parts in accordance with Part IV of Bulletin 2399 (R-2) within the next 700 hours' time in service after the effective date of this AD.

(d) For airplanes with 14,650 or more but less than 15,350 hours' time in service inspect in accordance with paragraph (f) of this AD and rework uncracked parts in accordance with Part IV of Bulletin 2399 (R-2) before the accumulation of 15,350 hours' time in service or within the next 350 hours' time in service, whichever occurs later.

(e) For airplanes with 15,350 or more hours' time in service inspect in accordance with paragraph (f) of this AD and rework uncracked parts in accordance with Part IV of Bulletin 2399 (R-2) within the next 350 hours' time in service.

(f) Inspect for cracks around the four top bolt holes and the five bolt holes in the inboard tang of terminal fittings, P/N 5-84487, in accordance with Parts I and II of



Bulletin 2399 (R-2) or later FAA-approved revision.

(g) Before further flight replace cracked fittings with an uncracked fitting of the same part number or rework in accordance with Part III of Bulletin 2399 (R-2) or later FAA-approved revision or Aircraft Engineering Division FAA Western-Region-approved instructions.

(h) Reinspect reworked parts in accordance with paragraph (f) at intervals not to exceed 7,000 hours' time in service from the last inspection and replace or rework in accordance with paragraph (g) as necessary.

This amendment shall become effective upon publication in the FEDERAL REGISTER for all persons except those to whom it was made effective immediately by telegram dated April 2, 1966, as amended by telegram dated April 4, 1966.

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

Issued in Washington, D.C., on April 4, 1966.

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

[F.R. Doc. 66-3761; Filed, Apr. 6, 1966; 8:49 a.m.]

[Docket No. 7190; Amdt. 49-1]

**PART 47—AIRCRAFT  
REGISTRATION**

**Miscellaneous Amendments  
Correction**

In F.R. Doc. 66-2802 appearing at page 4494 in the issue for Thursday, March 17, 1966, the following corrections are made.

In the fifth line of § 47.33(c), the word which now reads "rotocraft" is corrected to read "rotorcraft".

Section 47.41(b)(3) is corrected to read: "(3) Upon the termination of the registration, by the holder of the Certificate of Aircraft Registration in all other cases mentioned in paragraph (a) of this section."

In § 47.43(a)(4), the penultimate line is deleted.

**Title 17—COMMODITY AND  
SECURITIES EXCHANGES**

**Chapter II—Securities and Exchange  
Commission**

**PART 200—ORGANIZATION; CON-  
DUCT AND ETHICS; AND INFORMA-  
TION AND REQUESTS**

**Subpart B—Regulations Concerning  
Conduct of Members and Em-  
ployees and Former Members and  
Employees of the Commission**

**Subpart M—Regulation Concerning  
Conduct of Members and Em-  
ployees and Former Members and  
Employees of the Commission**

Pursuant to and in conformity with sections 201 through 209 of Title 18 of

the United States Code, Executive Order 11222 of May 8, 1965 (30 F.R. 6469), and Title 5, Chapter I, Part 735 of the Code of Federal Regulations, Subpart B of Part 200 of Chapter II of Title 17 of the Code of Federal Regulations is superseded by a new Subpart M of Part 200 of this chapter reading as follows:

**Subpart M—Regulation Concerning Conduct of  
Members and Employees and Former Members  
and Employees of the Commission**

Sec.	Purpose.
200.735-1	Policy.
200.735-2	General provisions.
200.735-3	Outside or private employment.
200.735-4	Securities transactions.
200.735-5	Action in case of personal interest.
200.735-6	Negotiations for private employment.
200.735-7	Practice by former members and employees of the Commission.
200.735-8	Indebtedness.
200.735-9	Miscellaneous statutory provisions.
200.735-10	Statement of employment and financial interest.
200.735-11	Special Government employees.
200.735-12	Disciplinary and other remedial action.
200.735-13	Employees on leave of absence.
200.735-14	Interpretative and advisory service.
200.735-15	

**AUTHORITY:** The provisions of this Subpart M issued under E.O. 11222 of May 8, 1965, 30 F.R. 6469, 3 CFR 1965 Supp.; 5 CFR 735.104; secs. 19, 23, 48 Stat. 85, 901 as amended, 15 U.S.C. 77s, 78w; sec. 20, 49 Stat. 833, 15 U.S.C. 79t; sec. 319, 53 Stat. 1173, 15 U.S.C. 77sss; secs. 38, 211, 54 Stat. 841, 855, 15 U.S.C. 80a-37, 80b-11.

**§ 200.735-1 Purpose.**

This Subpart M sets forth the standards of ethical conduct required of members, employees and special Government employees and former members and employees of the Securities and Exchange Commission. It is a revision of a comprehensive conduct regulation first adopted by the Commission in 1953 "to restate the ethical principles which it believes should govern and have governed the conduct of members and employees and former members and employees of the Commission." This revision is necessary to implement Executive Order 11222, May 8, 1965, and Part 735 of the Civil Service Commission regulations (5 CFR Part 735) adopted pursuant thereto. It also contains references to the several applicable statutes governing employee conduct, particularly Public Law 87-849 (76 Stat. 1119, 18 U.S.C. 201 et seq.), and the "Code of Ethics for Government Service," House Concurrent Resolution 175, 85th Congress, 2d session (72 Stat. B12).

**§ 200.735-2 Policy.**

(a) The Securities and Exchange Commission has been entrusted by Congress with the protection of the public interest in a highly significant area of our national economy. In view of the effect which Commission action frequently has on the general public, it is important that members, employees and

special Government employees maintain unusually high standards of honesty, integrity, impartiality and conduct. They must be constantly aware of the need to avoid situations which might result either in actual or apparent misconduct or conflicts of interest and to conduct themselves in their official and personal relationships in a manner which commands the respect and confidence of their fellow citizens.

(b) For these reasons, members, employees and special Government employees should at all times abide by the standards of official and personal conduct set forth in this Subpart M, the canons of ethics for members of the Securities and Exchange Commission (Subpart C of this Part 200) and, in the case of attorneys, the canons of professional ethics of the American Bar Association.

**§ 200.735-3 General provisions.**

A member or employee of the Commission shall not:

(a) Engage, directly or indirectly, in any personal business transaction or private arrangement for personal profit which accrues from or is based upon his official position or authority or upon confidential or nonpublic information which he gains by reason of such position or authority.<sup>1</sup>

(b) (1) Solicit or accept, directly or indirectly, any valuable gift, gratuity, favor, entertainment, loan, service, or any other thing of monetary value from any person with whom he transacts business on behalf of the United States; who has, or is seeking to obtain, contractual or other business or financial relations with the Commission; who conducts operations or activities regulated by the Commission; or who has interests that may be substantially affected by the performance or nonperformance of his official duty. This paragraph does not apply (i) when the circumstances make it clear that it is obvious family relationships rather than the business of the persons concerned which govern and are the motivating factors; (ii) when, on infrequent occasions, free food and refreshments of nominal value are offered in the ordinary course of a luncheon or dinner meeting or other meeting or on an inspection tour where attendance is

<sup>1</sup> Members of the Commission are subject also to the following prohibition in section 4(a) of the Securities Exchange Act of 1934 (15 U.S.C. 78d(a)): " \* \* No Commissioner shall engage in any other business, vocation, or employment than that of serving as Commissioner, nor shall any Commissioner participate, directly or indirectly, in any stock market operations or transactions of a character subject to regulation by the Commission pursuant to this title \* \* \*"

In addition, members of the Commission are subject to the requirements of Executive Order 11222 of May 8, 1965.

Detailed provisions regarding outside or private employment and transactions in securities and commodities are set forth in §§ 200.735-4 and 200.735-5 of this subpart, respectively. Further provisions regarding use and disclosure of confidential information are set forth in paragraph (d) of this section and in the note appended thereto.



official and proper; (iii) when unsolicited advertising or promotional material, such as pens, pencils, note pads, calendars and other items of nominal intrinsic value are offered; or (iv) when the Commission, after due consideration, determines that an exception is warranted and appropriate in a particular situation. For purposes of this Subpart M, "person" means an individual, a corporation, a company, an association, a firm, a partnership, a society, a joint stock company, or any other organization or institution.<sup>2</sup>

(2) Act in any manner, whether or not specifically prohibited by this section, which might result in, or create the appearance of: (i) Using public office for private gain; (ii) giving preferential treatment to any person; (iii) impeding Government efficiency or economy; (iv) losing complete independence or impartiality; (v) making a Government decision outside official channels; or (vi) affecting adversely the confidence of the public in the integrity of the Government.

(3) Solicit contributions from another employee for a gift to an employee in a superior official position. An employee in a superior official position shall not accept a gift presented as a contribution from employees receiving less salary than himself. An employee shall not make a donation as a gift to an employee in a superior official position (5 U.S.C. 113). However, this subparagraph (3) does not prohibit the use of completely voluntary contributions of employees within the Commission to establish funds for the limited purpose of providing token remembrances in situations such as death, illness, marriage, birth or retirement.

(4) Accept a gift, present, decoration, or other thing from a foreign government unless authorized by Congress as provided by the Constitution and in 5 U.S.C. 114-115a.

(c) Discuss or entertain proposal for future employment by any person outside the Government with whom he is transacting business on behalf of the United States.<sup>3</sup>

(d) Divulge confidential or nonpublic commercial, economic or official information to any unauthorized person, or release such information in advance of authorization for its release. Any officer or employee who is served with a subpoena requiring the disclosure of nonpublic information or documents shall, unless the Commission authorizes the disclosure of such information, respectfully decline to disclose the information or produce the documents called for, basing his refusal upon this paragraph. Any officer or employee who is served with such a subpoena shall promptly advise the Commission of the service of such

<sup>2</sup> Members and employees of the Commission are subject also to provisions of the Federal Criminal Code which prohibits any officer or employee of the United States from asking, accepting or receiving any money or other thing of value in connection with any matter before him in his official capacity (18 U.S.C. § 203).

<sup>3</sup> Detailed provisions regarding negotiations for future employment are set forth in § 200.735-7 of this subpart M.

subpoena, the nature of the information or documents sought, and any circumstances which may bear upon the desirability in the public interest of making available such information or documents.<sup>4</sup>

(e) Act in any official matter with respect to which there exists a personal interest incompatible with an unbiased exercise of official judgment.<sup>5</sup>

(f) Have direct or indirect, personal business or financial affairs which conflict or appear to conflict with his official duties and responsibilities.

(g) Use, or allow the use of, directly or indirectly, Government property of any kind, including property leased to the Government, for other than officially approved activities. An employee has a positive duty to protect and conserve Government property, including equipment, supplies, and other property entrusted or issued to him.

(h) Participate, while on Government-owned or leased property or while on duty for the Government, in any gambling activity, including the operation of a gambling device, in conducting a lottery or pool, in a game for money or property, or in selling or purchasing a numbers slip or ticket.

(i) Engage in criminal, infamous, dishonest, immoral, or notoriously disgraceful conduct, or other conduct prejudicial to the Government.

#### § 200.735-4 Outside or private employment.

(a) No member or employee shall permit his name to be associated in any way with any legal, accounting or other professional firm or office.<sup>6</sup>

(b) (1) No employee shall have any outside or private employment or activity or affiliation incompatible with concurrent employment by the Commission.

<sup>4</sup> The prohibitions regarding confidential or nonpublic information stated in paragraphs (a) and (d) of this section 200.735-3 are intended to cover cases where, apart from specific prohibitions in any statute or other rule, the disclosure or use of such information would be unethical. Detailed prohibitions regarding disclosure or use of confidential or nonpublic information are set forth in Rule 122 (17 CFR 230.122), under the Securities Act of 1933; section 24(c) of the Securities Exchange Act of 1934 (15 U.S.C. 78x) and Rule 0-4 thereunder (17 CFR 240.0-4); section 22(a) of the Public Utility Holding Company Act of 1935 (15 U.S.C. 79v) and Rule 104 thereunder (17 CFR 250.104); section 45(a) of the Investment Company Act of 1940 (15 U.S.C. 80a-44(a)) and Rule 45a-1 thereunder (17 CFR 270.45a-1); and section 210(b) of the Investment Advisers Act of 1940 (15 U.S.C. 80b-10).

<sup>5</sup> Section 200.735-6 of this subpart M provides a procedure for relieving employees from assignments in certain cases, including those covered by paragraph (f) of this section 200.735-3.

<sup>6</sup> With respect to members, this paragraph supplements the statutory prohibition of outside employment contained in section 4(a) of the Securities Exchange Act of 1934, quoted in footnote 1. Except as otherwise indicated, the remaining provisions of this section 200.735-4 are not made applicable to members in view of the provisions of section 4(a) of the Securities Exchange Act of 1934.

Incompatible activities include but are not limited to: (i) Employment or association with any registered broker, dealer, public utility holding company, investment company, or investment adviser, or directly or indirectly related to the issuance, sale or purchase of securities; (ii) legal, accounting, or engineering work for compensation involving matters in which the Federal government or any State, Territorial or municipal authority may be significantly interested; (iii) acceptance of a fee, compensation, gift, payment of expense, or any other thing of monetary value in circumstances in which acceptance may result in or create the appearance of, conflicts of interest; or (iv) outside employment which tends to impair the employee's mental or physical capacity to perform his Commission duties and responsibilities in an acceptable manner. For purposes of this paragraph, the private employment or affiliation of an employee's spouse, child or relative living in his immediate household, with any registered broker, dealer, investment adviser, investment company, public utility holding company or affiliate, or directly or indirectly related to the issuance, sale, purchase or investment of securities is deemed to be incompatible with the employee's concurrent employment by the Commission, except as determined otherwise by the Commission in a specific case.

(2) No employee shall accept or perform outside employment under a State or local government prohibited by law, regulations of the Civil Service Commission or the rules in this Subpart M.

(3) No employee shall receive any salary or anything of monetary value from a private source as compensation for his services to the Government (18 U.S.C. 209).

(4) The Commission encourages employees to engage in teaching, lecturing, and writing activities with or without compensation. However, no employee shall engage in any such activities which are prohibited by law, the Executive Order, Civil Service Commission regulations, or the rules in this Subpart M; or which are dependent on information obtained as a result of the employee's Government employment, except when that information has been made available to the general public or will be made available on request, or when the Commission gives formal approval for the use of nonpublic information on the basis that the use thereof is in the public interest.<sup>7</sup>

(5) These provisions of this paragraph (b) do not preclude a member or an employee from:

<sup>7</sup> Since members of the Commission are covered by section 401(a) of Executive Order 11222, they are prohibited by Civil Service Regulations (5 CFR 735.203(c)) from receiving compensation or anything of monetary value for any consultation, lecture, discussion, writing, or appearance, the subject matter of which is devoted substantially to the responsibilities, programs, or operations of their agencies, or which draws substantially on official data or ideas which have not become part of the body of public information.



(i) Receipt of bona fide reimbursement, unless prohibited by law, for actual expenses for travel and such other necessary subsistence as is compatible with these rules for which no Government payment or reimbursement is made. However, an employee may not be reimbursed, and payment may not be made on his behalf, for excessive personal living expenses, gifts, entertainment or other personal benefits.

(ii) Participation in the activities of national or State political parties not proscribed by law.

(iii) Participation in the affairs of or acceptance of an award for a meritorious public contribution or achievement given by a charitable, religious, professional, social, fraternal, nonprofit educational and recreational, public service, or civic organization.

(c) No employee shall appear in court or on a brief in a representative capacity (with or without compensation) or otherwise accept or perform legal, accounting, engineering or similar professional work, unless specifically authorized to do so by the Commission. As a matter of general policy, outside or private professional work or practice by the staff is discouraged and only in unusual cases or circumstances will it be authorized.<sup>8</sup>

(d) An employee who intends to accept or perform any outside or private employment or professional work shall obtain necessary authorization in advance of such acceptance or performance. A request for such authorization shall be submitted to the division or office head or regional administrator concerned, together with all pertinent facts regarding the proposed employment, such as the name of the employer, the nature of the work to be performed, its estimated duration, and the fee or compensation to be received. Division and office heads and regional administrators shall forward all requests, together with their recommendations thereon, to the Director of Personnel.

(e) No employee shall accept a fee from an outside source on account of a public appearance, speech, lecture or publication if the public appearance or the preparation of the speech, lecture, or publication was a part of the official duties of the employee.

(f) No employee shall publish any article or treatise or deliver any prepared speech or address relating to the Commission or the statutes and rules that it

<sup>8</sup> Attention is called to Title 18, United States Code, sections 201 through 209 which provide, among other things, that Federal employees are prohibited from acting as agent or attorney in prosecuting any claim against the United States or from aiding or assisting in any way, except as otherwise permitted in the discharge of official duties, in the prosecution or support of any such claim, or from receiving any gratuity, or any share of an interest in any claim from any claimant against the United States; and from directly or indirectly receiving or agreeing to receive any compensation whatever for services rendered or to be rendered to any person in relation to any matter in which the United States is a party or directly or indirectly interested.

administers without having obtained clearance from the Commission. The proposed publication or speech should be submitted to the Office of General Counsel and will be examined to determine whether it contains confidential or non-public information or whether there is any reason why the publication or delivery of the employee's private views on the subject matter would be otherwise inappropriate. Clearance for publication or delivery will not involve adoption of or concurrence in the views expressed, and such publication or speech shall include at an appropriate place by way of footnote or otherwise the following disclaimer of responsibility:

The Securities and Exchange Commission, as a matter of policy, disclaims responsibility for any private publication by any of its employees. The views expressed herein are those of the author and do not necessarily reflect the views of the Commission or of the author's colleagues upon the staff of the Commission.

(g) No employee shall hold office in or be a director of any company which has public security holders, except not for profit corporations, savings and loan associations, and similar institutions, whose securities are exempted under section 3(a)(4) or 3(a)(5) of the Securities Act of 1933 (15 U.S.C. 77c(a)(4), 77c(a)(5)).

(h) The Director of Personnel, or his designee, is authorized to approve or disapprove requests for outside or private employment under this rule, except as to those cases which, in his judgment, should be considered and decided by the Commission. An employee may appeal a disapproved request to the Commission. The written appeal, submitted through the Director of Personnel, shall give reasons why the proposed outside or private employment is consistent with this rule.

§ 200.735-5 Securities transactions.

(a) This section applies to all transactions effected by or on behalf of a member or employee, including transactions for the accounts of other persons effected by the member or employee, directly or indirectly, under a power of attorney or otherwise. A member or employee is considered to have sufficient interest in the securities transactions of his or her spouse or minor child or other member of his immediate household so that such transactions must be reported and are subject to all the terms of this section. For purposes of this section, "member of his immediate household" means a resident of the member's or employee's household who is related to him by blood or marriage.

(b) No member or employee shall effect or cause to be effected any transaction in a security except for bona fide investment purposes. Unless otherwise determined by the Commission for cause shown, any purchase which is held for less than 1 year will be presumed not to be for investment purposes. This paragraph (b) does not apply to securities purchased by a member or employee prior to entrance on duty with the Commission. Any employee who believes the requirements of paragraph (a) of this

section as to "member of his household" or the application of this paragraph (b) will result in undue hardship in a particular case may make written application to the Commission (through the Director of Personnel) setting out, in detail, the reasons for his belief and requesting a waiver.

(c) No member or employee shall effect any purchase or sale of a future contract for any commodity.

(d) No member or employee shall carry securities on margin. Also no member or employee shall borrow funds or securities, with or without collateral, for the purpose of purchasing or carrying securities with the proceeds unless prior approval of the Commission has been secured.

(e) No member or employee shall sell a security which he does not own, or the sale of which is consummated by the delivery of a security borrowed by or for such member's or employee's account.

(f) No member or employee shall purchase any security which is the subject of a registration statement filed under the Securities Act of 1933 (15 U.S.C. 77a et seq.), or of a letter of notification filed under Regulation A (§§ 230.251-230.263 of this chapter), or any other security of the same issuer, while such a registration statement or letter of notification is pending or during the first sixty days after its effective date. This prohibition applies even though the registration statement or Regulation A filing covers a so-called limited offering such as to officers and employees of the company under a bonus plan.

(g) No member or employee shall purchase securities of (1) any holding company registered under section 5 of the Public Utility Holding Company Act of 1935 (15 U.S.C. 79e), or any subsidiary thereof, or (2) any company if its status under such Act or the applicability of any provision of the Act to it is known by the employee to be under consideration.

(h) No member or employee shall purchase any securities issued by any investment company prima facie subject to the jurisdiction of the Commission under the provisions of the Investment Company Act of 1940 (15 U.S.C. 80a et seq.). Capital or income dividends received from securities acquired prior to entrance on duty may not be reinvested but must be accepted in cash if this option is available.

(i) No member or employee shall have a beneficial interest in any broker, dealer or investment adviser through ownership of securities or otherwise.

(j) No member or employee shall purchase any security which to his knowledge is involved in any pending investigation by the Commission or in any proceeding before the Commission or to which the Commission is a party.

(k) No member or employee shall purchase any securities of any company which is in receivership or for which a petition has been filed under Chapter X or Chapter XI of the Bankruptcy Act.

(l) The restrictions imposed in paragraphs (f), (g), (h), (j), and (k) of this section do not apply to the exercise of a privilege to convert or exchange securi-



ties; to the exercise of rights accruing unconditionally by virtue of ownership of other securities (as distinguished from a contingent right to acquire securities not subscribed for by others); or to the acquisition and exercise of rights in order to round out fractional shares.

(m) Members and employees shall report every transaction in any security within 5 business days. (Reports submitted by employees in field offices must be placed in the mails within 5 days of the date of each transaction.) Other changes in holdings resulting from inheritance or from reclassifications, gifts, stock dividends or splitups, for example, shall be reported promptly. In addition, every employee owning securities shall, at least once in every 12 months, furnish a complete list of all securities held by him. Reports shall be prepared on the official form provided for this purpose, copies of which may be procured from the Office of Personnel or the Publications Unit (SEC Form 681). These reports shall be transmitted to the Director of Personnel. The envelope should be marked "Confidential—Securities Transactions."

(n) At the time of taking the oath of office, or prior thereto for prospective employees if requested by the Director of Personnel, a new member or employee shall fill in the information required, on SEC Form 682, (1) relating to securities owned by him or his spouse or minor child or a member of his immediate household or by any trust or estate of which he is a trustee or other fiduciary or beneficiary or by any person for whom he effects transactions under a power of attorney or otherwise, (2) relating to accounts with securities firms, (3) relating to relatives who are partners or officers of securities firms, investment companies, investment advisers, or registered public utility holding companies or their affiliates, and (4) relating to the holding of office in or being a director of any company which has public security holders.

(o) Paragraphs (b), (m), and (n) of this section do not apply to personal notes, individual real estate mortgages, U.S. Government securities, and securities issued by building and loan associations or cooperatives.

(p) Any member or employee who is a trustee or other fiduciary or a beneficiary of a trust or estate holding securities not exempted by paragraph (o) of this § 200.735-5 shall report the existence and nature of such trust or estate to the Director of Personnel. The transactions of such trust or estate shall be subject to all the provisions of this § 200.735-5 except in situations where the member or employee is solely a beneficiary and has no power to control and does not in fact control or advise with respect to the investments of the trust or estate, and except to the extent that the Commission shall otherwise direct in view of the circumstances of the particular case.

(q) The Director of Personnel, or his designee, is authorized to require the disposition of securities acquired as a result of the unintentional violation of the provisions of this § 200.735-5. Re-

peated violations shall be reported to the Commission for appropriate action.

#### § 200.735-6 Action in case of personal interest.

Any employee assigned to work on any application, filing or matter of a company (a) in which he or his spouse or his minor child then owns any securities or has a personal interest, including a continuing financial interest through a pension or retirement plan, shared income, or other arrangement, as a result of any current or prior employment or business or professional association; or (b) with which he has been employed or associated in the past; or (c) which was a client of a firm with which he had been associated; shall immediately advise the division director or other office head or regional administrator of the fact. Division directors, other office heads and regional administrators are authorized to direct the reporting employee to continue with the assignment in question where this appears in the interest of the Government, taking into account (1) the prohibitions stated in § 200.735-3(e) and (f) of this chapter; (2) the general desirability of avoiding situations that require a question of conflict of interest or the appearance of a conflict of interest to be resolved; (3) the extent to which the employee's activities will be supervised; and (4) the difficulty of assigning the matter to some other employee. Where the employee in question is not relieved of the assignment, his written report concerning the nature of his interest shall be forwarded to the Director of Personnel with a notation that he has been directed to continue the assignment, together with such explanation, if any, as may seem appropriate. In the event that a division director or other office head or regional administrator deems that he has, himself, such personal interest in an application, filing or matter of a company as may raise a question as to his disinterestedness, he may delegate his responsibility with regard thereto to a subordinate, but in that event shall submit a brief memorandum of the circumstances to the Director of Personnel.<sup>18</sup>

#### § 200.735-7 Negotiation for private employment.

(a) The provisions of § 200.735-3(c) are deemed to preclude negotiation for

<sup>18</sup> 18 U.S.C. 208, provides, among other things, that a member or employee is prohibited from participating personally and substantially in any matter in which, to his knowledge, he, his spouse, minor child, partner, organization in which he is serving as officer, director, trustee, partner or employee, or any person or organization with whom he is negotiating or has any arrangement concerning prospective employment, has a financial interest. This section (of the Criminal Code) does not apply if the employee has received a written determination made by an authorized official that the interest is not so substantial as to be deemed likely to affect the integrity of the employee's service. Note: Members of the Commission may follow the procedural provision contained in Part V, section 503 of Executive Order 11222.

private employment by an employee who is immediately engaged in representing the Commission in any matter in which the prospective employer is opposing counsel or person chiefly affected. With the approval of his superior or the Commission an employee may be relieved of any assignment which, in the absence of such relief, might preclude such negotiation.

(b) No employee shall undertake to act on behalf of the Commission in any capacity in a matter that, to his knowledge, affects even indirectly any person outside the Government with whom he is discussing or entertaining any proposal for future employment, except pursuant to the direction of the Commission, his division director or other office head, or his regional administrator, as provided in § 200.735-6. See footnote 9.

#### § 200.735-8 Practice by former members and employees of the Commission.

(a) (1) No person shall appear in a representative capacity before the Commission in a particular matter if such person, or one participating with him in the particular matter, personally considered it or gained knowledge of the facts thereof while he was a member or employee of the Commission. As used in this subparagraph (1), a single investigation or formal proceeding, or both if they are related, shall be presumed to constitute a particular matter for at least 2 years irrespective of changes in the issues. However, in cases of proceedings in which the issues change from time to time, such as proceedings involving compliance with section 11 of the Public Utility Holding Company Act (15 U.S.C. 79k), this subparagraph (1) shall not be construed as prohibiting appearance in such a proceeding, more than two years after ceasing to be a member or employee of the Commission, unless it appears to the Commission that there is such identity of particular issues or pertinent facts as to make it likely that confidential information, derived while a member or employee of the Commission, would have continuing relevance to the proceeding, so as to make the participation therein by the former member or employee of the Commission unethical or prejudicial to the interests of the Commission.

(2) No person who has been a member or an employee shall within 1 year after his employment has ceased, appear in a representative capacity before the Commission in any matter which was under his official responsibility as a member or employee of the Commission at any time within a period of 1 year prior to the termination of such responsibility. The term "official responsibility" as defined in 18 U.S.C. 202 means the "direct administrative or operating authority, whether intermediate or final, and either exercisable alone or with others, and either personally or through subordinates, to approve, disapprove, or otherwise direct Government action."

(b) Any former member or employee of the Commission who, within 2 years after ceasing to be such, is employed or



retained as the representative of any person outside the Government in any matter in which it is contemplated that he will appear before the Commission shall, within ten days of such retainer or employment, or of the time when appearance before the Commission is first contemplated, file with the Secretary of the Commission a statement as to the nature thereof together with any desired explanation as to why it is deemed consistent with this section. Employment of a recurrent character may be covered by a single comprehensive statement. Each such statement should include an appropriate caption indicating that it is filed pursuant to this section. The reporting requirements of this paragraph (b) do not apply to communications incidental to court appearances in litigation involving the Commission.

(c) As used in this section, the term "appear before the Commission" means personal appearance before or personal communication with the Commission or any member or employee thereof, in connection with any interpretation or matter of substance arising under the statutes administered by the Commission and Chapters X and XI of the Bankruptcy Act. As used in this section, the term "representative" or "representative capacity" shall include not only the usual type of representation by an attorney, etc., but also representation of a corporation in the capacity of an officer, director, or controlling stockholder thereof.

(d) Persons in doubt as to the applicability of this section may apply for an advisory ruling of the Commission.<sup>10</sup>

**§ 700.735-9 Indebtedness.**

The Securities and Exchange Commission considers the indebtedness of its members and employees to be essentially a matter of their own concern. The Commission will not be placed in the position of acting as a collection agency or of determining the validity or amount of contested debts. Nevertheless, failure on the part of an employee without good reason and in a proper and timely manner to honor debts acknowledged by him to be valid or reduced to judgment by a court or to make or to adhere to satisfactory arrangements for the settlement thereof may be the cause for disciplinary action. In this connection each member and employee is expected to meet his responsibilities for payment of Federal, State and local taxes. For purposes of this section, "in a proper and timely manner" means in a manner which the agency determines does not, under the circumstances, reflect adversely on the Government as his employer.

**§ 200.735-10 Miscellaneous statutory provisions.**

Each member and employee is responsible for acquainting himself with each statute that relates to his ethical and other conduct as an employee of the

Commission and of the Government, including the statutory provisions listed below. Violations of any of these statutes are deemed to be violations of the rules in this Subpart M as well.

(a) House Concurrent Resolution 175, 85th Congress, 2d Session, 72 Stat. B12, the "Code of Ethics for Government Service."

(b) Chapter 11 of title 18, United States Code, relating to bribery, graft, and conflicts of interest, as appropriate to the employees concerned.

(c) The prohibition against lobbying with appropriated funds (18 U.S.C. 1913).

(d) The prohibition against disloyalty and striking (5 U.S.C. 118p, 118r).

(e) The prohibition against the employment of a member of a Communist organization (50 U.S.C. 784).

(f) The prohibition against (1) the disclosure of classified information (18 U.S.C. 798, 50 U.S.C. 783); and (2) disclosure of confidential information (18 U.S.C. 1905).

(g) The provision relating to the habitual use of intoxicants to excess (5 U.S.C. 640).

(h) The prohibition against the misuse of a Government vehicle (5 U.S.C. 78c).

(i) The prohibition against the misuse of franking privilege (18 U.S.C. 1719).

(j) The prohibition against the use of deceit in an examination or personnel action in connection with Government employment (5 U.S.C. 637).

(k) The prohibition against fraud or false statements in a Government matter (18 U.S.C. 1001).

(l) The prohibition against mutilating or destroying a public record (18 U.S.C. 2071).

(m) The prohibition against counterfeiting and forging transportation requests (18 U.S.C. 508).

(n) The prohibition against (1) embezzlement of Government money or property (18 U.S.C. 641); (2) failing to account for public money (18 U.S.C. 643); and (3) embezzlement of the money or property of another person in the possession of an employee by reason of his employment (18 U.S.C. 654).

(o) The prohibition against unauthorized use of documents relating to claims from or by the Government (18 U.S.C. 285).

(p) The prohibition against proscribed political activities—the Hatch Act (5 U.S.C. 118i), and 18 U.S.C. 602, 603, 607, and 608.

**§ 200.735-11 Statement of employment and financial interests.**

(a) Not later than 90 days after the effective date of this Subpart M, each employee occupying a position designated in paragraph (c) of this section shall submit to the Director of Personnel, a statement, on SEC Form 683, made available through the Office of Personnel or the Publications Unit, Office of Records and Service, setting forth the following information:

(1) A list of the names of all corporations, companies, firms, or other busi-

ness enterprises, partnerships, nonprofit organizations, and educational or other institutions with or in which he, his spouse, minor child or other member of his immediate household has—

(i) Any connection as an employee, officer, owner, director, member, trustee, partner, adviser or consultant; or

(ii) Any continuing financial interest, through a pension or retirement plan, shared income, or other arrangement as a result of any current or prior employment or business or professional association; or

(iii) Any financial interest through the ownership of stock, stock options, bonds, securities, or other arrangements including trusts.

(2) A list of the names of his creditors and the creditors of his spouse, minor child or other member of his immediate household, other than those creditors to whom any such person may be indebted by reason of a mortgage on property which he occupies as a personal residence or to whom such person may be indebted for current and ordinary household and living expenses such as those incurred for household furnishings, vacations, an automobile, education, or the like.

(3) A list of his interests and those of his spouse, minor child, or other member of his immediate household in real property or rights in lands, other than property which he occupies as a personal residence.

(4) For the purpose of this section, "member of his immediate household" means a resident of the employee's household who is related to him by blood or marriage.

(b) Each new employee designated in paragraph (c) of this section shall submit such statement prior to entrance on duty with the Commission.

(c) Statements of employment and financial interest are required of the following employees:

(1) Employees paid at a level of the Federal Executive Salary Schedule established by the Federal Executive Salary Act of 1964, as amended.

(2) Employees in grades GS-14 or above of the General Schedule established by the Classification Act of 1949, as amended.

(3) Employees in Hearing Examiner positions.

(4) Professional employees occupying positions in or detailed to the immediate offices of members of the Commission.

(5) Records and Service Officer, who serves as the Commission's contracting officer, and Chief, Section of Office Services, who recommends action in regard to contracting or procurement activities.

(6) Employees occupying the following positions in regional or branch offices, regardless of grade:

- (i) Chief Securities Investigators,
- (ii) Chief, Enforcement Attorneys,
- (iii) Chief, Branch of Small Issues,
- (iv) Attorneys-in-Charge of Branch Offices.

(d) Changes in, or additions to, the information contained in an employee's statement of employment and financial interests shall be reported in a supple-

<sup>10</sup> Attention of former members and employees is directed to Canons 6 and 36 of the American Bar Association and to 18 U.S.C. 207.



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mentary statement within 15 days following the end of the quarter in which the changes occur. Quarters end March 31, June 30, September 30, and December 31. Changes in securities holdings shall specify the date of the report filed under § 200.735-5. If there are no changes or additions in a quarter, a negative report is not required. However, for the purpose of annual review, a supplementary statement, negative or otherwise, is required as of June 30 each year.

(e) If any information required to be included on a statement of employment and financial interests or supplementary statement, including holdings placed in trust, is not known to the employee but is known to another person, the employee shall request that other person to submit information in his behalf.

(f) Paragraph (a) of this section does not require an employee to submit any information relating to his connection with, or interest in, a professional society or a charitable, religious, social, fraternal, recreational, public service, civic, or political organization or a similar organization not conducted as a business enterprise. For the purpose of this section, educational and other institutions doing research and development or related work involving grants of money from or contracts with the Government are deemed "business enterprises" and are required to be included in an employee's statement of employment and financial interests.

(g) The Director of Personnel shall maintain statements of employment and financial interests in a confidential file. Only those officials of the Commission whose participation is necessary for the carrying out of the purpose of the rules in this Subpart M may have access to such statements and no information may be disclosed from them except as the Commission or the Civil Service Commission may determine for good cause shown.

(h) The Director of Personnel, or his designee, shall examine the statements of employment and financial interests to determine whether conflicts of interest or apparent conflicts of interest on the part of employees exist. An employee shall be afforded the opportunity to explain any conflict or appearance of conflict. When the Director of Personnel, in consultation with appropriate superiors of the employee involved, is unable to resolve a conflict or appearance of conflict, he shall report the matter to the Commission through the Counselor for the Commission designated under 5 CFR 735.105(a).

(i) The statement of employment and financial interests and supplementary statements required of employees are in addition to, and not in substitution for, or in derogation of, any similar requirement imposed by law, order or regulation. The submission of a statement by an employee does not permit him or any other person to participate in a matter in which his or the other person's participation is prohibited by law, order, or regulation.

(j) Members of the Commission are subject to separate reporting requirements as to statements of employment and financial interests under section 401 of Executive Order 11222.

#### § 200.735-12 Special Government employees.

(a) Special Government employee means a "special Government employee" as defined in section 202 of Title 18 of the United States Code who is employed in the executive branch. In the Commission these employees normally are Expert Consultants.

(b) These rules in this Subpart M also are applicable to special Government employees, except that in specific appropriate cases, the Commission may exempt such employees from all or portions of §§ 200.735-4, 200.735-5 and 200.735-7 if deemed consistent with the public interest. Additional specific provisions applicable to special Government employees are listed in paragraph (c) of this section.

(c) A special Government employee shall not:

(1) Use his Government employment for a purpose that is, or gives the appearance of being, motivated by the desire for private gain for himself or another person, particularly one with whom he has family, business, or financial ties.

(2) Use inside information obtained as a result of his Government employment for private gain for himself or another person either by direct action on his part or by counsel, recommendation, or suggestion to another person, particularly one with whom he has family, business, or financial ties. For purposes of this subparagraph (2), "inside information" means information obtained under Government authority which has not become part of the body of public information. A special Government employee may teach, lecture, or write provided he meets the requirements of § 200.735-4(b)(4).

(3) Use his Government employment to coerce, or give the appearance of coercing, a person to provide financial benefit to himself or another person, particularly one with whom he has family, business, or financial ties.

(4) Receive or solicit from a person having business with the Commission anything of value as a gift, gratuity, loan, entertainment, or favor for himself or another person, particularly one with whom he has family, business, or financial ties. The same exceptions in § 200.735-3(b)(1) applicable to regular employees are also applicable to special Government employees.

(d) Prior to entrance on duty, each special Government employee shall submit to the Director of Personnel a statement of employment and financial interests which reports (1) all other employment; and (2) the financial interests of the special Government employee which relate either directly or indirectly to his duties with the Commission. It shall be kept current throughout the period of

employment by the filing of supplementary statements in accordance with the requirements of § 200.735-11(d). Statements shall be on SEC Form 684, available through the Office of Personnel or the Publications Unit. This paragraph (d) shall not be construed as requiring the submission of information referred to in § 200.735-11(e). Paragraphs (f), (g), and (h) of § 200.735-11 shall be applicable with respect to statements required under this rule.

(e) The Commission may waive the requirement of paragraph (d) of this section in the case of a special Government employee who is not a "consultant" or an "expert," as those terms are defined in Chapter 304 of the Federal Personnel Manual (5 CFR 735.304), if the duties of the position are determined to be at a level of responsibility which does not require the submission of such a statement to protect the integrity of the Commission.

#### § 200.735-13 Disciplinary and other remedial action.

(a) Knowing participation in a violation of this subpart M by persons not within the scope of the foregoing rules in this Subpart M shall likewise be deemed improper conduct and in contravention of Commission rules. Departure from any of the rules in this Subpart M by employees or special Government employees without specific approval may be cause for appropriate disciplinary action or, in the case of former members and employees, for disqualification from appearing and practicing before the Commission, which may be in addition to any penalty prescribed by law.

(b) When a conflict of interest or an apparent conflict of interest on the part of an employee or special Government employee is referred by the Director of Personnel to the Commission and a decision reached that remedial action is required, the Commission shall order immediate action to end such conflict or appearance of conflict of interest. Remedial action may include, but is not limited to (1) changes in assigned duties; (2) divestment by the employee or special Government employee of his conflicting interest; (3) disciplinary action; or (4) disqualification for a particular assignment. Remedial action, whether disciplinary or otherwise, shall be effected in accordance with any applicable laws, Executive orders, and regulations.

#### § 200.735-14 Employees on leave of absence.

The provisions of the rules in this Subpart M relative to employees of the Commission are applicable to employees on a leave with pay or a leave without pay status other than extended military service.

#### § 200.735-15 Interpretative and advisory service.

(a) The Chairman shall designate a top-ranking legal official of the Commission to be the "Counselor for the Commission" and to serve as the Commission's designee to the Civil Service



Commission on matters covered by the rules in this Subpart M.

(b) The Chairman shall designate such other employees, as required, to serve as "Deputy Counselors" from whom employees and special Government employees may seek advice and guidance as to the application of the rules in this Subpart M.

(c) The "Counselor for the Commission" is responsible for the coordination of counseling services provided under this section and for assuring that counseling and interpretations on questions of conflicts of interest and other matters covered by the rules in this subpart M are available to "Deputy Counselors."

(d) The Director of Personnel shall furnish a copy of this conduct regulation (Subpart M) to each member, employee and special Government employee immediately upon issuance and to each new member and new employee upon his entrance on duty and shall thereafter, annually, and at such other times as circumstances warrant, bring to the attention of each member and employee this conduct regulation (Subpart M) and all revisions thereof.

(e) The Director of Personnel shall notify each member, employee and special Government employee of the availability of counseling services and of how and where these services are available within 90 days after the approval of this conduct regulation (Subpart M) and periodically thereafter. In the case of a new employee or special Government employee appointed after this general notification, he shall be notified at the time of entrance on duty.

This Subpart M was approved by the Civil Service Commission on February 24, 1966, and by the Securities and Exchange Commission on March 21, 1966.

Since existing rules affecting persons other than present members and employees have not been substantially revised by these rules (Subpart M) and since otherwise the rules in this Subpart M relate solely to the Commission's internal management and personnel, the Commission finds that the procedures specified in section 4 of the Administrative Procedure Act are unnecessary.

**Effective date.** This Subpart M shall become effective upon publication in the FEDERAL REGISTER.

II. The rules under Subpart B of Part 200 of Chapter II of Title 17 of the Code of Federal Regulations are hereby rescinded effective upon the effective date of Subpart M of Part 200 of this chapter, and Subpart B is reserved for future rules which may be adopted thereunder.

By the Commission.

[SEAL] ORVAL L. DuBOIS,  
Secretary.

MARCH 21, 1966.

[F.R. Doc. 66-3751; Filed, Apr. 6, 1966; 8:48 a.m.]

## Title 19—CUSTOMS DUTIES

### Chapter I—Bureau of Customs, Department of the Treasury

[T.D. 66-73]

#### PART 8—LIABILITY FOR DUTIES; ENTRY OF IMPORTED MERCHANDISE

##### PART 17—PROTESTS AND REAPPRAISEMENTS

###### Power of Attorney To File Protests

Under the present regulations, a protest signed by an agent or attorney may not be granted or denied by a collector unless there has been filed with the protest in the collector's office a power of attorney authorizing such agent or attorney to make, sign, and file such protest. The result of this requirement is to prevent customs officers from acting on protests signed by agents or attorneys where a power of attorney is not filed.

Section 1(a) of the Agency Practice Act, Public Law 89-332, approved November 8, 1965, provides that "any person who is a member in good standing of the bar of the highest court of any State, possession, territory, commonwealth, or the District of Columbia may represent others before any agency upon filing with the agency a written declaration that he is currently qualified as provided by this subsection and is authorized to represent the particular party in whose behalf he acts."

Further, customhouse brokers are licensed by the Bureau of Customs to act as agents for importers in their customs transactions, and are held strictly accountable under the Customs Regulations.

In view thereof, and in order to give effect to the purpose of the Agency Practice Act, the Customs Regulations are amended as follows:

Section 8.19(a) is amended by inserting the following after the first sentence: "A separate power of attorney shall not be required with respect to a protest signed as agent or attorney for the principal by an attorney at law provided there is filed with such protest, or before such protest is acted on, a written declaration that he is currently a member in good standing of the bar of the highest court in any State, possession, territory, commonwealth, or the District of Columbia and is authorized to represent the principal. A separate power of attorney shall not be required with a protest signed as agent or attorney in fact for the principal by a licensed customhouse broker. The signing of a protest by a broker shall be considered a declaration by him that he is authorized to act for the principal."

"(Sec. 1, 79 Stat. 1281; 5 U.S.C. 1012)" is added as a citation of authority for § 8.19.

(R.S. 251, sec. 624, 46 Stat. 759; 19 U.S.C. 66, 1624)

Section 17.2(a) is amended by inserting "as provided in § 8.19(a) and" in the first sentence after the word "Except." As amended, the sentence will read: "Except as provided in § 8.19(a) and as hereinafter provided in this paragraph, no protest signed by an agent or attorney shall be granted or denied by the collector unless there has been filed or is filed with the protest in the collector's office a power of attorney on customs Form 5295 or 5295-A or other form as explicit in its terms as is the prescribed customs form, authorizing such agent or attorney to make, sign, and file the protest."

(R.S. 251, sec. 624, 46 Stat. 759; 19 U.S.C. 66, 1624)

[SEAL] LESTER D. JOHNSON,  
Commissioner of Customs.

Approved: March 30, 1966.

TRUE DAVIS,  
Assistant Secretary of  
the Treasury.

[F.R. Doc. 66-3752; Filed, Apr. 6, 1966; 8:48 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

###### Subpart H—Delegations of Authority

###### APPROVED NEW-DRUG APPLICATIONS

Under the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (sec. 701(a), 52 Stat. 1055; 21 U.S.C. 371(a)), and delegated by him to the Commissioner of Food and Drugs (21 CFR 2.120; 31 F.R. 3008) and pursuant to section 3(a)(1) of the Administrative Procedure Act (60 Stat. 238; 5 U.S.C. 1002), the regulation setting forth redelegations of authority (21 CFR 2.121; 31 F.R. 3008) is amended by revising § 2.121(j) to read as follows:

§ 2.121 Redelegations of authority from the Commissioner to other officers of the Administration.

(j) *Delegations regarding approved new-drug applications.* The Assistant Commissioners for Regulations and Operations are authorized to notify applicants of approved new-drug applications, pursuant to § 130.10 of this chapter; and the Director of the Bureau of Veterinary Medicine is authorized to notify applicants of approved new-drug applications for medicated feeds.



**Effective date.** This order shall become effective on its date of signature. (Sec. 701(a), 52 Stat. 1055; 21 U.S.C. 371(a); sec. 3(a)(1), 60 Stat. 238; 5 U.S.C. 1002)

Dated: March 31, 1966.

JAMES L. GODDARD,  
Commissioner of Food and Drugs.

[F.R. Doc. 66-3762; Filed, Apr. 6, 1966;  
8:49 a.m.]

### PART 3—STATEMENTS OF GENERAL POLICY OR INTERPRETATION

#### Termination of Exemption for Designated Foods for Which Label Declaration of Ingredients Has Not Been Required Pending Standardization

An order confirming the effective date of a definition and standard of identity for soda water (21 CFR 31.1), published separately (F.R. Doc. 66-3764) in this issue of the FEDERAL REGISTER, makes unnecessary a provision in a statement of policy exempting this food from the labeling requirements of section 403(i)(2) of the Federal Food, Drug, and Cosmetic Act.

Therefore, under the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (sec. 701(a), 52 Stat. 1055; 21 U.S.C. 371(a)) and delegated by him to the Commissioner of Food and Drugs (21 CFR 2.120; 31 F.R. 3008), § 3.1 Termination of exemption for designated foods for which label declaration of ingredients has not been required pending standardization is amended by changing paragraph (a) to an undesignated paragraph and by deleting paragraph (b).

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

Dated: March 31, 1966.

JAMES L. GODDARD,  
Commissioner of Food and Drugs.

[F.R. Doc. 66-3763; Filed, Apr. 6, 1966;  
8:49 a.m.]

### PART 8—COLOR ADDITIVES

#### Cancellation of Certificates

The closing dates of the provisional listings of a number of color additives subject to certification were not extended in orders published in the FEDERAL REGISTER on January 11, 1963 (28 F.R. 317), April 8, 1965 (30 F.R. 4534), and June 30, 1965 (30 F.R. 8333), because no investigations were under way to establish their safety. However, certificates issued prior to the termination date of the provisional listings were not canceled, which, in effect, permitted the continued use of previously certified batches of these color additives. Recent investigations indicate that attrition of stocks of such certified batches is not progressing to the extent anticipated when the original delisting orders were published. At the

present level of use, there are enough stocks of some of these certified batches to last for many years. Such continued use for an indefinite period is not in the interest of the public health.

Therefore, pursuant to the authority vested in the Secretary of Health, Education, and Welfare by Title II of the Color Additive Amendments of 1960 (Title II, Public Law 86-618; 74 Stat. 404 et seq.; 21 U.S.C., note under 376) and delegated by him to the Commissioner of Food and Drugs (21 CFR 2.120; 31 F.R. 3008), the transitional color additive regulations are amended by adding to § 8.510 a new paragraph (d), as follows:

#### § 8.510 Cancellation of certificates.

(d) Certificates issued for the following color additives and all mixtures containing these color additives are canceled and have no effect after October 4, 1966, and use of such color additives in the manufacture of foods, drugs, or cosmetics after that date will result in adulteration:

FD&C Green No. 1 (§ 9.21 of this chapter).  
FD&C Green No. 2 (§ 9.22 of this chapter).  
D&C Green No. 7 (§ 9.105 of this chapter).  
D&C Red No. 5 (§ 9.150 of this chapter).  
D&C Red No. 14 (§ 9.159 of this chapter).  
D&C Red No. 18 (§ 9.163 of this chapter).  
D&C Red No. 24 (§ 9.169 of this chapter).  
D&C Red No. 29 (§ 9.174 of this chapter).  
D&C Red No. 35 (§ 9.180 of this chapter).  
D&C Red No. 38 (§ 9.183 of this chapter).  
D&C Orange No. 3 (§ 9.200 of this chapter).  
D&C Orange No. 8 (§ 9.205 of this chapter).  
D&C Orange No. 14 (§ 9.211 of this chapter).  
D&C Orange No. 15 (§ 9.212 of this chapter).  
D&C Orange No. 16 (§ 9.213 of this chapter).  
D&C Blue No. 7 (§ 9.243 of this chapter).  
D&C Black No. 1 (§ 9.260 of this chapter).  
Ext. D&C Yellow No. 5 (§ 9.305 of this chapter).  
Ext. D&C Yellow No. 6 (§ 9.306 of this chapter).  
Ext. D&C Red No. 1 (§ 9.340 of this chapter).  
Ext. D&C Red No. 2 (§ 9.341 of this chapter).  
Ext. D&C Red No. 3 (§ 9.342 of this chapter).  
Ext. D&C Red No. 10 (§ 9.349 of this chapter).  
Ext. D&C Red No. 11 (§ 9.350 of this chapter).  
Ext. D&C Red No. 13 (§ 9.352 of this chapter).  
Ext. D&C Red No. 14 (§ 9.353 of this chapter).  
Ext. D&C Red No. 15 (§ 9.354 of this chapter).  
Ext. D&C Blue No. 1 (§ 9.370 of this chapter).  
Ext. D&C Blue No. 4 (§ 9.373 of this chapter).  
Ext. D&C Orange No. 1 (§ 9.420 of this chapter).  
Ext. D&C Orange No. 4 (§ 9.423 of this chapter).

Notice and public procedure and delayed effective date are not necessary prerequisites to the promulgation of this order, and I so find, since section 203(d) of the Public Law 86-618 so provides.

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

(Title II, Public Law 86-618; 74 Stat. 404 et seq.; 21 U.S.C., note under 376)

Dated: March 28, 1966.

JAMES L. GODDARD,  
Commissioner of Food and Drugs.

[F.R. Doc. 66-3673; Filed, Apr. 6, 1966;  
8:45 a.m.]

### SUBCHAPTER B—FOOD AND FOOD PRODUCTS

#### PART 31—NONALCOHOLIC BEVERAGES

#### Soda Water; Confirmation of Effective Date of and Editorial Changes in Order Establishing Identity Standard

In the matter of establishing definitions and standards of identity for soda water:

An order in the above-identified matter was published in the FEDERAL REGISTER of January 27, 1966 (31 F.R. 1066), providing 30 days for the filing of objections and effective 60 days after date of publication, unless the order was stayed by the filing of proper objections.

Eight firms submitted letters in response to the order. Four protested certain provisions or lack of provisions therein, and four discussed certain parts and suggested changes for clarification.

It is concluded that none of the letters received meets the requirements of section 701(e) (2) of the Federal Food, Drug, and Cosmetic Act and, therefore, do not justify staying the subject order and scheduling a hearing.

Accordingly, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 401, 701, 52 Stat. 1046, 1055, as amended, 70 Stat. 919, 72 Stat. 948; 21 U.S.C. 341, 371), and under the authority delegated to the Commissioner of Food and Drugs by the Secretary of Health, Education, and Welfare (21 CFR 2.120; 31 F.R. 3008), notice is given that the above-cited order, including the editorial changes hereinafter set forth, became effective March 28, 1966.

The following editorial changes are made in § 31.1 Soda water; identity; label statement of optional ingredients:

1. In the last sentence of paragraph (a), the words "kola nut extract," are changed to read "kola nut extract and/or other natural caffeine-containing extracts."

2. In paragraph (b):

a. To make clear that fruit juices and concentrated fruit juices are permitted ingredients of soda water, the words in subparagraph (2)(i) that read "Natural flavoring" are changed to read "Fruit juices (including concentrated fruit juices), natural flavoring".

b. The words "carob bean gum," in subparagraph (6) are changed to read "carob bean gum (locust bean gum)".

c. The eighth word in subparagraph (10), "sorbic," is changed to read "ascorbic".

(Secs. 401, 701, 52 Stat. 1046, 1055, as amended, 70 Stat. 919, 72 Stat. 948; 21 U.S.C. 341, 371)

Dated: March 31, 1966.

JAMES L. GODDARD,  
Commissioner of Food and Drugs.

[F.R. Doc. 66-3764; Filed, Apr. 6, 1966;  
8:49 a.m.]



**Title 26—INTERNAL REVENUE**

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

**SUBCHAPTER D—MISCELLANEOUS  
EXCISE TAXES**

[T.D. 6881]

**PART 48—MANUFACTURERS AND  
RETAILERS EXCISE TAXES**

**Diesel Fuel, Special Motor Fuels and  
Gasoline Sold for Use or Used in  
Certain Immobilized Vehicles**

On November 30, 1965, notice of proposed rule making with respect to the amendments of the Manufacturers and Retailers Excise Tax Regulations (26 CFR Part 48) under sections 4041 and 6421 of the Internal Revenue Code of 1954 to provide rules with respect to diesel fuel, special motor fuels, and gasoline sold for use or used in certain vehicles during periods when they are considered as not having the essential characteristics of motor vehicles and to provide rules for the allocation of fuel used was published in the FEDERAL REGISTER (30 F.R. 14809). After consideration of all such relevant matter as was presented by interested persons regarding the rules proposed, the amendments of the regulations as proposed are hereby adopted.

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

Approved: April 1, 1966.

**STANLEY S. SURREY,**  
*Assistant Secretary of  
the Treasury.*

In order to provide rules with respect to diesel fuel, special motor fuels, and gasoline sold for use or used in certain vehicles during periods when they are considered as not having the essential characteristics of motor vehicles and to provide rules for the allocation of fuel used, the Manufacturers and Retailers Excise Tax Regulations (26 CFR Part 48) are amended as follows:

PARAGRAPH 1. Section 48.4041-6 is amended to read as follows:

**§ 48.4041-6 Dual use of taxable liquid.**

Tax applies to all taxable liquid sold for use or used as a fuel in the motor which is used to propel a diesel-powered highway vehicle or in the motor used to propel a motor vehicle, motorboat, or airplane, even though the motor is also used for a purpose other than the propulsion of the vehicle. Thus, where the motor of a diesel-powered highway vehicle or of a motor vehicle, motorboat, or airplane operates special equipment by means of a power take-off or power transfer, tax applies to all taxable liquid sold for such use or so used, whether or not the special equipment is mounted on the vehicle. For example, tax applies to diesel fuel sold to operate the mixing unit on a concrete mixer truck if the mixing unit is operated by means of a power take-off from the motor of the vehicle. Similarly, tax applies to all taxable liquid sold for use or used in a motor propelling

a fuel oil truck even though the same motor is used to operate the pump (whether or not mounted on the truck) for discharging the fuel into customers' storage tanks. However, tax does not apply to liquid sold for use or used in a separate motor to operate special equipment (whether or not the equipment is mounted on the vehicle), nor does it apply during the period a vehicle is considered as not having the essential characteristics of a motor vehicle (see paragraph (c)(2) of § 48.4041-7). If the taxable liquid used in a separate motor or during the period the vehicle does not have the essential characteristics of a motor vehicle is drawn from the same tank as the one which supplies fuel for the propulsion of the vehicle, a reasonable determination of the quantity of taxable liquid used in such separate motor or during such period will be acceptable for purposes of application of the tax. Such determination must be based, however, on the operating experience of the person using the taxable liquid and the taxpayer must maintain records which will support the allocation used. Devices to measure the number of miles the vehicle has traveled, such as hubometers, may be used in making a preliminary determination of the number of gallons of fuel used to propel the vehicle. In order to make a final determination of the number of gallons of fuel used to propel the vehicle, there must be added to this preliminary determination the amount of fuel consumed while idling or warming up the motor preparatory to propelling the vehicle.

PAR. 2. Paragraph (c) of § 48.4041-7 is amended to read as follows:

**§ 48.4041-7 Definitions.**

(c) *Motor vehicles*—(1) *In general.* The term "motor vehicle" includes all types of vehicles propelled by motor which are designed for carrying loads from one place to another, regardless of the type of load or material carried and whether or not the vehicle is registered or required to be registered for highway use, such as fork lift trucks used to carry loads at railroad stations, industrial plants, warehouses, etc. The term does not include farm tractors, trench diggers, power shovels, bulldozers, road graders or rollers, and similar equipment which does not carry a load; nor does it include any vehicle which moves exclusively on rails.

(2) *Temporary loss of classification as a motor vehicle.* (1) A vehicle on which equipment or machinery having a specialized use (as for example specialized oil-field machinery) is mounted and which (except for the provisions of this subparagraph) would be considered a motor vehicle under subparagraph (1) of this paragraph shall not be considered a motor vehicle during a period in which it does not have the essential characteristics of a motor vehicle. Such vehicle will be considered as not having the essential characteristics of a motor vehicle during the period the vehicle is incapable

of motion and the equipment or machinery is performing the operation for which it is primarily adapted if—

(a) The primary use of such equipment or machinery is other than in connection with the loading, unloading, handling, preserving, or otherwise caring for any cargo transported on the vehicle,

(b) A "setting-up" process involving the expenditure of a substantial amount of time and effort is necessary to place the vehicle in such an immobilized and operative condition,

(c) After expending the necessary substantial time and effort the vehicle has the essential characteristics of an immobile piece of equipment or machinery designed for a specialized use, and

(d) A "break-down" process involving a substantial amount of time and effort is required to restore the vehicle to a mobile condition.

After the "break-down" process described in (d) of this subdivision is completed and mobility restored, the vehicle shall again be considered a motor vehicle within the meaning of subparagraph (1) of this paragraph. The mere fact that a vehicle is rendered immobile by the switching or pulling of a lever, such as a handbrake or power take-off (with or without accompanying minor adjustments to the vehicle), in order to perform the operation for which the vehicle is primarily adapted is not sufficient to cause the temporary loss of classification as a motor vehicle since a substantial expenditure of time and effort is not involved and the vehicle has not attained the essential characteristics of an immobile piece of equipment or machinery designed for a specialized use.

(i) The provisions of subdivision (i) of this subparagraph may be illustrated by the following example:

Example. (a) The X Company which is engaged in the oil-well-servicing business uses a motor vehicle which is primarily adapted to oil-well servicing. On June 1, 1965, X Company moves the motor vehicle from its permanent yard and travels to a wellhead which is to be serviced. At the wellhead, it is necessary to go through a "setting-up" process before the vehicle is capable of servicing the oil well. This process requires that a derrick-mast be erected and 4 guy wires attached to the top of the mast and 4 to the middle of the mast. The guy wires are then hooked to dead-man anchors which are set into the ground. Hydraulic jacks are used to remove all of the weight of the mast from the rear wheels of the vehicle and the front end of the vehicle is jacked-up in order to insure the correct pitch of the mast. Outriggers are attached to the bottom of the mast and are laid on the ground to insure further stability. These operations are essential in order that the mast be secure and level over the wellhead and, when completed, the vehicle is incapable of movement. Three men perform this "setting-up" process in 2 hours and complete such process at noon on June 1, 1965, at which time the oil-well-servicing equipment is operative. The power used for operating the special equipment needed to service the oil well is obtained by means of a power transfer from the same motor which is used to propel the vehicle. The vehicle remains at the wellhead until June 10, 1965, at which time the servicing operations are completed. It takes 3 men 1½



hours to "break-down" the unit and to restore the vehicle to a mobile condition. The "break-down" process is completed at noon on such date.

(b) It can be ascertained from the facts that it was necessary to expend a substantial amount of time and effort to place the vehicle in an immobilized condition and to place the equipment in an operative condition, and after expending such time and effort, the vehicle possessed the essential characteristics of an immobile piece of equipment designed for oil-well servicing. Furthermore, the "break-down" process also involved substantial time and effort to return the vehicle to a mobile condition and to render the oil-well-servicing equipment inoperative. Accordingly, from noon on June 1, 1965, until noon on June 10, 1965, the vehicle is not considered a motor vehicle. At all other times, such vehicle is considered a motor vehicle.

PAR. 3. Section 48.6421 (a)-1 is amended by revising paragraphs (c) (1) and (d). These revised provisions read as follows:

§ 48.6421 (a)-1 Payments to ultimate purchaser of gasoline used for certain nonhighway purposes.

(c) *Meaning of terms*—(1) *Highway vehicles*. The term "highway vehicle" has reference to the type of vehicle and not to the use which is made of the vehicle. The term means any vehicle which is propelled by its own motor or engine and which is of the type used for highway transportation. Such term does not include any vehicle which moves exclusively on rails. It does include automobile trucks, buses, highway tractors, trolley buses, and other similar type vehicles. The term "highway vehicle" does not include any vehicle, which, although propelled by means of its own motor, is of a type not used for highway transportation, that is, of a type designed and manufactured for a purpose other than highway transportation. For example, vehicles such as earth movers, power shovels, trench diggers, and bulldozers, which are designed and manufactured as self-propelled units for "off-the-road" operations, are not highway vehicles. Neither are such motorized vehicles as road graders or rollers, which are designed and manufactured for construction or maintenance of roads, considered to be highway vehicles. The same is true of farm tractors, cotton pickers, and other motorized agricultural implements of a similar nature. However, the fact that equipment or machinery having a specialized use (as for example, an air compressor, crane, or specialized oil-field machinery) is mounted on a vehicle which, apart from such equipment or machinery, is of a type used for highway transportation will not remove such vehicle from classification as a highway vehicle. A vehicle will not be considered a "highway vehicle" during the period it does not have the essential characteristics of a motor vehicle, such determination being made under the rules applicable for vehicles powered by diesel fuel and special motor

fuels as set forth in paragraph (c) (2) of § 48.4041-7.

(d) *Dual use of gasoline*. No payment shall be made in respect of gasoline used in a highway vehicle solely by reason of the fact that the motor in such vehicle is also used for a purpose other than the propulsion of the vehicle. Thus, if the motor of a highway vehicle operates special equipment, such as a mixing unit on a concrete mixer truck, or a pump for discharging fuel from a tank truck, by means of a power take-off or power transfer, no payment shall be made in respect of the gasoline used to operate such special equipment, regardless of whether or not the special equipment is mounted on the highway vehicle. However, if a highway vehicle is equipped with a separate motor to operate the special equipment, such as a refrigeration unit, pump, generator, mixing unit, etc., or if for a period a vehicle is considered as not having the essential characteristics of a highway vehicle under paragraph (c) (1) of this section (as determined under paragraph (c) (2) of § 48.4041-7), a claim may be filed in respect of the gasoline used in the separate motor or during such period. In those cases where the gasoline used in a separate motor or during such period is drawn from the same tank as the one which supplies gasoline for the propulsion of the vehicle, the determination as to the quantity of gasoline used in the separate motor operating the special equipment or during such period must be based on operating experience and supported by records. Devices to measure the number of miles the vehicle has traveled, such as hubometers, may be used in making a preliminary determination of the number of gallons of gasoline used to propel the vehicle. In order to make a final determination of the number of gallons of gasoline used to propel the vehicle, there must be added to this preliminary determination the number of gallons of gasoline consumed while idling or warming up the motor preparatory to propelling the vehicle.

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

[F.R. Doc. 66-3754; Filed, Apr. 6, 1966; 8:48 a.m.]

## Title 50—WILDLIFE AND FISHERIES

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

PART 28—PUBLIC ACCESS, USE, AND RECREATION

Salt Plains National Wildlife Refuge, Okla.

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

§ 28.28 Special regulations; public access, use, and recreation; for individual wildlife refuge areas.

OKLAHOMA

SALT PLAINS NATIONAL WILDLIFE REFUGE

Portions of the Salt Plains National Wildlife Refuge, Jet, Okla., are open to public access, use, and recreation, subject to the provisions of Title 50, Code of Federal Regulations, and the public use area is designated on maps available at the refuge office and from the Regional Director, Bureau of Sport Fisheries and Wildlife, Post Office Box 1306, Albuquerque, N. Mex., 87103, and subject to the following special conditions:

(1) The public is permitted to enter upon the Great Salt Plains from the west along designated routes of travel to collect gypsum (selenite) crystals. Vehicles will be allowed only along such travel lanes and parking areas as are posted for such activity.

(2) Each individual may collect for his personal use up to a maximum of 10 pounds plus one crystal or crystal cluster per day.

(3) Digging for crystals will be confined to areas posted for such activity.

(4) The period of use shall be on Saturdays, Sundays, and holidays from April 1 through October 15, 1966, inclusive. Gates will be opened to the collecting area at 7 a.m. and closed at 5:30 p.m.

The provisions of this special regulation supplement the regulations which govern public access, use, and recreation on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 28, and are effective through October 15, 1966.

JOHN C. GATLIN,  
Regional Director,  
Albuquerque, N. Mex.

MARCH 30, 1966.

[F.R. Doc. 66-3728; Filed, Apr. 6, 1966; 8:46 a.m.]

## PART 33—SPORT FISHING

Bering Sea National Wildlife Refuge, Alaska

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.

ALASKA

BERING SEA NATIONAL WILDLIFE REFUGE

Sport fishing on the Bering Sea National Wildlife Refuge is permitted in accordance with all applicable State regulations governing sport fishing.

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



Part 33, and are effective through April 30, 1967.

PAUL T. QUICK,  
Regional Director, Bureau of  
Sport Fisheries and Wildlife.

MARCH 25, 1966.

[F.R. Doc. 66-3729; Filed, Apr. 6, 1966;  
8:46 a.m.]

**PART 33—SPORT FISHING**

**Clarence Rhode National Wildlife Range, Alaska**

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.

ALASKA

CLARENCE RHODE NATIONAL WILDLIFE RANGE

Sport fishing on the Clarence Rhode National Wildlife Range is permitted in accordance with all applicable State regulations governing sport fishing.

The provisions of this special regulation supplement the regulations which govern fishing on wildlife refuge areas generally which are set forth in Title 50, Part 33, and are effective through April 30, 1967.

PAUL T. QUICK,  
Regional Director, Bureau of  
Sport Fisheries and Wildlife.

MARCH 25, 1966.

[F.R. Doc. 66-3730; Filed, Apr. 6, 1966;  
8:46 a.m.]

**PART 33—SPORT FISHING**

**Kenai National Moose Range, Alaska**

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.

ALASKA

KENAI NATIONAL MOOSE RANGE

Sport fishing on the Kenai National Moose Range is permitted in accordance with all applicable State regulations governing sport fishing, subject to the following special condition:

Fish may be taken with hook and line only.

The provisions of this special regulation supplement the regulations which govern fishing on wildlife refuge areas generally which are set forth in Title 50, Part 33, and are effective through April 30, 1967.

PAUL T. QUICK,  
Regional Director, Bureau of  
Sport Fisheries and Wildlife.

MARCH 24, 1966.

[F.R. Doc. 66-3731; Filed, Apr. 6, 1966;  
8:46 a.m.]

**PART 33—SPORT FISHING**

**Kodiak National Wildlife Refuge, Alaska**

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.

ALASKA

KODIAK NATIONAL WILDLIFE REFUGE

Sport fishing on the Kodiak National Wildlife Refuge is permitted in accordance with all applicable State regulations governing sport fishing, subject to the following special condition:

Fish may be taken with hook and line only.

The provisions of this special regulation supplement the regulations which govern fishing on wildlife refuge areas generally which are set forth in Title 50, Part 33, and are effective through April 30, 1967.

PAUL T. QUICK,  
Regional Director, Bureau of  
Sport Fisheries and Wildlife.

MARCH 25, 1966.

[F.R. Doc. 66-3732; Filed, Apr. 6, 1966;  
8:46 a.m.]

**PART 33—SPORT FISHING**

**Nunivak National Wildlife Refuge, Alaska**

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.

ALASKA

NUNIVAK NATIONAL WILDLIFE REFUGE

Sport fishing on the Nunivak National Wildlife Refuge is permitted in accordance with all applicable State regulations governing sport fishing.

The provisions of this special regulation supplement the regulations which govern fishing on wildlife refuge areas generally which are set forth in Title 50, Part 33, and are effective through April 30, 1967.

PAUL T. QUICK,  
Regional Director, Bureau of  
Sport Fisheries and Wildlife.

MARCH 25, 1966.

[F.R. Doc. 66-3733; Filed, Apr. 6, 1966;  
8:46 a.m.]

**PART 33—SPORT FISHING**

**Charles M. Russell National Wildlife Range, Mont.**

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.

MONTANA

CHARLES M. RUSSELL NATIONAL WILDLIFE RANGE

Sport fishing on the Charles M. Russell National Wildlife Range, Mont., is permitted only on the area designated by signs as open to fishing. This open area, comprising the Missouri and Musselshell Rivers and Fort Peck Reservoir, is delineated on maps available at the refuge headquarters, Post Office Box 110, Lewistown, Mont., 59457, and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, 730 North-east Pacific Street, Portland, Ore., 97208. Sport fishing shall be in accordance with all applicable State regulations, subject to the following special condition:

The wildlife range is open to sport fishing the year around.

The provisions of this special regulation supplement the regulations which govern fishing on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 33, and are effective to May 23, 1967.

PAUL T. QUICK,  
Regional Director, Bureau of  
Sport Fisheries and Wildlife.

MARCH 24, 1966.

[F.R. Doc. 66-3734; Filed, Apr. 6, 1966;  
8:46 a.m.]

**PART 33—SPORT FISHING**

**Charles Sheldon Antelope Range, Nev.**

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.

NEVADA

CHARLES SHELDON ANTELOPE RANGE

Sport fishing on the Charles Sheldon Antelope Range, Nev., is permitted only on the area designated by signs as open to fishing. This fishing area, comprising 600 acres, is delineated on maps available at the refuge headquarters, Sheldon-Hart Mountain National Antelope Refuges, U.S. Post Office Building, Lakeview, Ore., 97630, and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, 730 North-east Pacific Street, Portland, Ore., 97208. Sport fishing shall be in accordance with all applicable State regulations, subject to the following special conditions:

(1) Open season:

a. Virgin Creek, Dufurrena Ponds Nos. 19 and 20—June 4 through October 31, 1966.

b. Remainder of fishing area open year around.

(2) Boats without motors may be used for fishing.



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

PAUL T. QUICK,  
Regional Director, Bureau of  
Sport Fisheries and Wildlife.

MARCH 25, 1966.

[F.R. Doc. 66-3735; Filed, Apr. 6, 1966;  
8:46 a.m.]

### PART 33—SPORT FISHING Desert Game Range, Nev.

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.

NEVADA

DESERT GAME RANGE

Sport fishing on the Desert Game Range, Nev., is permitted only on the area designated by signs as open to fishing. This open area, comprising 1 acre, is delineated on maps available at the refuge headquarters, Desert Game Range, Las Vegas, Nev., 89108, and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, 730 Northeast Pacific Street, Portland, Oreg., 97208. Sport fishing shall be in accordance with all applicable State regulations, subject to the following special conditions:

(1) Open season: May 1, 1966, through October 31, 1966.

(2) The use of boats is prohibited.

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

PAUL T. QUICK,  
Regional Director, Bureau of  
Sport Fisheries and Wildlife.

MARCH 25, 1966.

[F.R. Doc. 66-3736; Filed, Apr. 6, 1966;  
8:46 a.m.]

### PART 33—SPORT FISHING Ruby Lake National Wildlife Refuge, Nev.

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.

NEVADA

RUBY LAKE NATIONAL WILDLIFE REFUGE

Sport fishing on the Ruby Lake National Wildlife Refuge, Nev., is permitted only on the area designated by signs as

open to fishing. This open area, comprising 5,000 acres, is delineated on maps available at the refuge headquarters, Ruby Lake National Wildlife Refuge, Ruby Valley, Nev., 89833, and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, 730 Northeast Pacific Street, Portland, Oreg., 97208. Sport fishing shall be in accordance with all applicable State regulations, subject to the following special conditions:

(1) Open seasons:

a. Elko County (except posted diked Units 13, 14 and 20) April 4 through October 31, 1966.

b. Posted diked Units 13, 14 and 20—June 16 through October 31, 1966.

c. White Pine County—Open entire year.

(2) Boats:

a. Air thrust boats with motors exceeding 5 horsepower are prohibited on all waters of the Ruby Lake National Wildlife Refuge.

b. Boats and floating devices of any type will not be permitted in waters north of the south dike.

c. Boats with motors may be used for fishing waters south of the south dike only from June 16 through October 31, 1966.

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

PAUL T. QUICK,  
Regional Director, Bureau of  
Sport Fisheries and Wildlife.

MARCH 25, 1966.

[F.R. Doc. 66-3737; Filed, Apr. 6, 1966;  
8:47 a.m.]

### PART 33—SPORT FISHING Seney National Wildlife Refuge, Mich.

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.

MICHIGAN

SENEY NATIONAL WILDLIFE REFUGE

Sport fishing on the Seney National Wildlife Refuge, Seney, Mich., is permitted only on the areas designated by signs as open to fishing. These open areas, comprising 790 acres, are delineated on maps available at refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, 1006 West Lake Street, Minneapolis, Minn., 55408. Sport fishing shall be in accordance with all applicable State regulations including the requirement that a current State fishing license be in the possession of the fisherman and shall be subject to the following special conditions:

(1) The open season for sport fishing on the refuge during daylight hours only extends from April 30, 1966, through September 5, 1966, in the Walsh Creek and Driggs River; April 30, 1966, through December 31, 1966, on the Manistique River; May 28, 1966, through September 5, 1966, on the Show Pools; and from July 1, 1966, through September 5, 1966, on C-3 Pool.

(2) Boating and the use of minnows for bait is prohibited except on the Manistique River.

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

JOHN B. HAKALA,  
Refuge Manager, Seney National  
Wildlife Refuge, Seney, Mich.

APRIL 1, 1966.

[F.R. Doc. 66-3766; Filed, Apr. 6, 1966;  
8:49 a.m.]

### PART 33—SPORT FISHING Willow Creek National Wildlife Refuge, Mont.

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.

MONTANA

WILLOW CREEK NATIONAL WILDLIFE  
REFUGE

Sport fishing on the Willow Creek National Wildlife Refuge, Mont., is permitted only on the area designated by signs as open to fishing. This open area, comprising 1,420 acres, is delineated on maps available at the refuge headquarters, Benton Lake National Wildlife Refuge, Post Office Box 2624, Great Falls, Mont., and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, 730 Northeast Pacific Street, Portland, Oreg., 97208. Sport fishing shall be in accordance with all applicable State regulations, subject to the following special conditions:

(1) Open season: Entire year, except closed from September 6 through December 31, 1966.

(2) Boats with motors may be used during the fishing season.

The provisions of this special regulation supplement the regulations which govern fishing on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 33, and are effective through February 28, 1967.

PAUL T. QUICK,  
Regional Director, Bureau of  
Sport Fisheries and Wildlife.

MARCH 24, 1966.

[F.R. Doc. 66-3767; Filed, Apr. 6, 1966;  
8:49 a.m.]



# Proposed Rule Making

## DEPARTMENT OF THE INTERIOR

National Park Service

[ 36 CFR Part 7 ]

### LASSEN VOLCANIC NATIONAL PARK, CALIF.

#### Fishing

**Basis and purpose.** Notice is hereby given that pursuant to the authority contained in section 3 of the Act of August 25, 1916 (39 Stat. 535; 16 U.S.C. 3, 245 DM-1) (27 F.R. 6395), National Park Service Order No. 34 (31 F.R. 4255) and Regional Director, Western Region, Order No. 3 (21 F.R. 1495), as amended, it is proposed to amend 36 CFR 7.11 as set forth below. The purpose of this amendment is to improve fisheries management by giving more adequate protection of late spawning trout.

It is the policy of the Department of the Interior whenever practicable, to afford the public an opportunity to participate in the rule making process. Accordingly, interested persons may submit written comments, suggestions, or objections with respect to the proposed amendments to the Superintendent, Lassen Volcanic National Park, Mineral, Calif., 96063, within 30 days of the date of publication of this notice in the FEDERAL REGISTER.

LOUIS W. HALLOCK,

Superintendent,

Lassen Volcanic National Park.

Section 7.11(a)(1) is amended to change the period of closure dates of fishing on Grassy Creek. As so amended, § 7.11(a)(1) reads as follows:

#### § 7.11 Lassen Volcanic National Park.

(a) *Fishing*—(1) *Open season.* The open season for fishing shall conform to that of the State of California for the adjoining counties of Lassen, Plumas, Shasta, and Tehama, except that Grassy Creek (also known as "Horseshoe Creek"), connecting Horseshoe Lake and Snag Lake, shall be closed to fishing between October 1 and June 15.

[F.R. Doc. 66-3741; Filed, Apr. 6, 1966; 8:47 a.m.]

## FEDERAL AVIATION AGENCY

[ 14 CFR Parts 25, 121 ]

[Docket No. 7172; Notice 66-13]

### REQUIREMENTS FOR EMERGENCY EVACUATION ROPES AT CERTAIN EXITS AND FOR MEGAPHONES ABOARD AIRCRAFT

#### Notice of Proposed Rule Making

The Federal Aviation Agency is considering amending Parts 25 and 121 of

the Federal Aviation Regulations to delete the requirement for 5/8-inch ropes at certain emergency exits and to revise the requirements for locating megaphones on aircraft.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, and arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before May 9, 1966, will be considered by the Administrator before taking action on the proposed rule. The proposals contained in this notice may be changed in light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

On March 3, 1965, the Agency adopted certain amendments (Amendments 25-1 and 121-2) to provide for improved emergency evacuation procedures and equipment for passenger-carrying aircraft (30 F.R. 3200). The portion of that amendment requiring the installation of 5/8 inch ropes at certain emergency exits on newly type certificated airplanes (§ 25.809(f)) affects airplanes for which a type certificate application (under Part 25) was made after June 7, 1965. After June 30, 1966, all aircraft operated under Part 121 are required by § 121.310(a) to be so equipped. These amendments were based on Notice 63-42 (28 F.R. 11507) and also a notice of public hearing (29 F.R. 5640) held June 25, 1964.

**Rope requirement.** The requirement for the installation of a rope, capable of withstanding a 400-pound static load, at each emergency exit other than floor level passenger exits was one of the most controversial of the items contained in the original notice of proposed rule making. That portion of this requirement prescribing a 5/8 inch thickness of the rope was not contained in the original notice but was proposed in the notice of public hearing. Notwithstanding the numerous objections to the rope requirement, the Agency included it in the final rule for basically those reasons stated in the notices and in the preamble to the final rule.

On February 23, 1966, the FAA announced a conference to be held on March 29-30, 1966, to discuss regulatory standards involving crashworthiness and passenger evacuation of transport category airplanes and problems associated therewith. As indicated in that announcement, in January of this year, the FAA established an Agency Task Force to study factors affecting crashworthiness and evacuation that were

brought to light by recent accident investigations, to review the adequacy of existing regulations, and to recommend regulatory changes as necessary.

Preliminary information available to this Task Force (mostly based on the numerous emergency evacuation demonstrations held during the past year) indicates that use of the required ropes may in some cases impede rapid evacuation rather than speed it up as intended. The Agency, therefore, now believes that before any additional aircraft are required to be equipped with ropes, the final results of this Task Force study should be considered. The Task Force may well recommend alternative means for accomplishing the rapid evacuation intended by the rope requirement or it may find that the present rope requirement or some modification thereof is justified. The Agency believes that the present requirement should be rescinded from Parts 25 and 121 pending completion of this study. Part 25 would be amended to reinstate the requirement that existed before Amendment 25-1 that each landplane emergency exit (other than over-the-wing exits) more than 6 feet from the ground must have an approved means to assist the occupants in descending to the ground. The requirements of § 121.309(f) that would otherwise expire on July 1, 1966, would also be reinstated.

In view of the short time remaining before the compliance date in § 121.310(a), the Agency realizes that if, after considering any comments received, it decides not to rescind the rope requirement, Part 121 operators would be unable to arrange for the required installations by July 1, 1966. Therefore the Agency intends, if the rope requirement is not rescinded, to extend the compliance date for a reasonable period.

**Megaphones.** As adopted in Amendment 121-2, § 121.310(h) requires the following:

(1) One megaphone on each airplane with a seating capacity of more than 60 and less than 100 passengers, at the rearward end of the passenger cabin.

(2) Two megaphones on each airplane with a seating capacity of more than 99 passengers, one installed at the forward end and the other at the rearward end of the passenger cabin. However, if the interior configuration of the passenger cabin makes either location impracticable, another approved location may be used.

The requirement that one megaphone be located "at the rearward end of the passenger cabin" was intended to ensure maximum availability of the megaphone in the event of an emergency. However, it was always intended to have the megaphone readily available to the flight attendants. In some aircraft a flight attendant would not normally be seated at the "rearward end." Therefore, the Agency proposes to amend § 121.310(h) to change this requirement so that one of



the required megaphones is located in the most rearward location in the aircraft where a flight attendant would normally be seated.

This amendment is proposed under the authority of sections 313(a), 601, 603, and 604 of the Federal Aviation Act of 1958 (49 U.S.C. 1354, 1421, 1423, and 1424).

Issued in Washington, D.C., on April 3, 1966.

G. S. MOORE,

Director, Flight Standards Service.

[F.R. Doc. 66-3759; Filed, Apr. 6, 1966; 8:49 a.m.]

#### [ 14 CFR Part 39 ]

[Docket No. 7273]

#### AIRWORTHINESS DIRECTIVES

##### Aero Commander (Snow), Model S-2A, S-2B, S-2C, and 600 S-2C Airplanes

The Federal Aviation Agency is considering amending Part 39 of the Federal Aviation Regulations by adding an airworthiness directive applicable to Aero Commander (Snow) Model S-2A, S-2B, S-2C, and 600 S-2C airplanes. There have been fatigue cracks in the lower spar cap of the wing main spar on Aero Commander (Snow) Model S-2 Series airplanes. Since this condition is likely to exist or develop in other airplanes of the same type design, the proposed AD would require the installation of wing lower steel spar caps on the subject airplanes.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the docket number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before May 9, 1966, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

This amendment is proposed under the authority of sections 313(a), 601, and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, and 1423).

In consideration of the foregoing, it is proposed to amend § 39.13 of Part 39 of the Federal Aviation Regulations by adding the following new airworthiness directive:

**AERO COMMANDER (SNOW).** Applies to Model S-2A, S-2B, S-2C, and 600 S-2C airplanes.

Compliance required as indicated, unless already accomplished.

To prevent fatigue cracks in the lower spar cap of the wing main spar, accomplish the following:

(a) For Model S-2A airplanes with 1,400 or more hours' time in service on the effective date of this AD—

(1) Comply with paragraph (k) within the next 100 hours' time in service and comply with paragraph (l) within the next 1,500 hours' time in service after complying with paragraph (k); or

(2) Comply with paragraph (l) within the next 100 hours' time in service.

(b) For Model S-2A airplanes with less than 1,400 hours' time in service on the effective date of this AD—

(1) Comply with paragraph (k) before the accumulation of 1,500 hours' time in service and comply with paragraph (l) within the next 1,500 hours' time in service after complying with paragraph (k); or

(2) Comply with paragraph (l) before the accumulation of 1,500 hours' time in service.

(c) For Model S-2B and S-2C airplanes, S/N 1189 and below, powered by 450 hp. engines, with 900 or more hours' time in service on the effective date of this AD—

(1) Comply with paragraph (k) within the next 100 hours' time in service and comply with paragraph (l) within the next 1,000 hours' time in service after complying with paragraph (k); or

(2) Comply with paragraph (l) within the next 100 hours' time in service.

(d) For Model S-2B and S-2C airplanes, S/N 1189 and below, powered by 450 hp. engines, with less than 900 hours' time in service on the effective date of this AD—

(1) Comply with paragraph (k) before the accumulation of 1,000 hours' time in service and comply with paragraph (l) within the next 1,000 hours' time in service after complying with paragraph (k); or

(2) Comply with paragraph (l) before the accumulation of 1,000 hours' time in service.

(e) For Model S-2C airplanes, S/N 1190 through 1231, powered by 450 hp. engines, with 900 or more hours' time in service on the effective date of this AD, comply with paragraph (l) within the next 100 hours' time in service.

(f) For Model S-2C airplanes, S/N 1190 through 1231, powered by 450 hp. engines, with less than 900 hours' time in service on the effective date of this AD, comply with paragraph (l) before the accumulation of 1,000 hours' time in service.

(g) For Model S-2C and 600 S-2C airplanes, S/N 1189 and below, powered by 600 hp. engines, with 600 or more hours' time in service on the effective date of this AD—

(1) Comply with paragraph (k) within the next 100 hours' time in service and comply with paragraph (l) within the next 700 hours' time in service after complying with paragraph (k);

(2) Comply with paragraph (l) within the next 100 hours' time in service.

(h) For Model S-2C and 600 S-2C airplanes, S/N 1189 and below, powered by 600 hp. engines, with less than 600 hours' time in service on the effective date of this AD—

(1) Comply with paragraph (k) before the accumulation of 700 hours' time in service and comply with paragraph (l) within the next 700 hours' time in service after complying with paragraph (k); or

(2) Comply with paragraph (l) before the accumulation of 700 hours' time in service.

(i) For Model S-2C and 600 S-2C airplanes, S/N 1190 through 1231, powered by 600 hp. engines, with 600 or more hours' time in service on the effective date of this AD, comply with paragraph (l) within the next 100 hours' time in service.

(j) For Model S-2C and 600 S-2C airplanes, S/N 1190 through 1231, powered by 600 hp. engines, with less than 600 hours' time in service on the effective date of this AD, comply with paragraph (l) before the accumulation of 700 hours' time in service.

(k) Install modified wing center splice in accordance with Snow Service Letter No. 29 or an equivalent approved by the Chief, Engineering and Manufacturing Branch, FAA Southwest Region.

(l) Install wing lower steel spar caps in accordance with Snow Drawing No. 5-1089, Revision D, or an equivalent approved by the Chief, Engineering and Manufacturing Branch, FAA Southwest Region.

(Snow Service Letter No. 36 pertains to this subject.)

Issued in Washington, D.C., on March 31, 1966.

JAMES F. RUDOLPH,

Acting Director,

Flight Standards Service.

[F.R. Doc. 66-3720; Filed, Apr. 6, 1966; 8:45 a.m.]

#### [ 14 CFR Part 71 ]

[Airspace Docket No. 65-WE-91]

#### CONTROL ZONES, TRANSITION AREA, AND CONTROL AREA EXTENSION

##### Proposed Alteration, Designation, and Revocation

The Federal Aviation Agency is considering amendments to Part 71 of the Federal Aviation Regulations that would alter controlled airspace in the Monterey, Calif., terminal area.

As parts of these proposals relate to the navigable airspace outside the United States, this notice is submitted in consonance with the ICAO International Standards and Recommended Practices.

Applicability of International Standards and Recommended Practices, by the Air Traffic Service, FAA, in areas outside domestic airspace of the United States is governed by Article 12 and Annex 11 to the Convention on International Civil Aviation (ICAO), which pertains to the establishment of air navigation facilities and services necessary to promoting the safe, orderly, and expeditious flow of civil air traffic. Its purpose is to insure that civil flying on international air routes is carried out under uniform conditions designed to improve the safety and efficiency of air operations.

The International Standards and Recommended Practices in Annex 11 apply in those parts of the airspace under the jurisdiction of a contracting state, derived from ICAO, wherein air traffic services are provided and also whenever a contracting state accepts the responsibility of providing air traffic services over high seas or in airspace of undetermined sovereignty. A contracting state accepting such responsibility may apply the International Standards and Recommended Practices to civil aircraft in a manner consistent with that adopted for airspace under its domestic jurisdiction.

In accordance with Article 3 of the Convention on International Civil Aviation, Chicago, 1944, state aircraft are exempt from the provisions of Annex 11 and its Standards and Recommended Practices. As a contracting state, the United States agreed by Article 3(d) that its state aircraft will be operated in



international airspace with due regard for the safety of civil aircraft.

Since this action involves, in part, the designation of navigable airspace outside the United States, the Administrator has consulted with the Secretary of State and the Secretary of Defense in accordance with the provisions of Executive Order 10854.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Western Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, 5651 West Manchester Avenue, Post Office Box 90007, Airport Station, Los Angeles, Calif., 90009. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. The proposal contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. An informal docket also will be available for examination at the Office of the Regional Air Traffic Division Chief.

The Federal Aviation Agency, having completed comprehensive review of the terminal airspace structure requirements in the Monterey terminal area, including studies attendant to implementation of the provisions of CAR Amendments 60-21/60-29, proposes the following airspace actions.

1. The Monterey, Calif., control zone would be redescribed as that airspace within a 5-mile radius of the Monterey Peninsula Airport (latitude 36°35'20" N., longitude 121°51'00" W.), and within 2 miles each side of the 317° True bearing from the Monterey ILS LMM, extending from the 5-mile radius zone to 7 miles northwest of the LMM, excluding the portion within the Fort Ord control zone.

2. The Salinas, Calif., control zone would be redescribed as that airspace within a 5-mile radius of the Salinas Municipal Airport (latitude 36°39'40" N., longitude 121°36'20" W.) and within 2 miles northeast and 3 miles southwest of the Salinas VORTAC 319° True radial, extending from the 5-mile radius zone to 6 miles northwest of the VORTAC, excluding the portion within the Fort Ord control zone.

3. The Fort Ord, Calif., control zone would be redescribed as that airspace within a 5-mile radius of Fritzsche AAF, excluding the portion southwest of a chord drawn between the points of intersection of 5-mile radius circles centered on the Monterey Peninsula Airport and Fritzsche AAF, and the portion east of a chord drawn between the points of intersection of 5-mile radius circles centered on the Salinas Municipal Airport and Fritzsche AAF. This control zone would be effective from 0600 to 2400 hours, local time, daily.

4. The Monterey transition area would be designated as that airspace extending upward from 700 feet above the surface within a 13-mile radius of Fritzsche AAF, Fort Ord, Calif. (latitude 36°40'55" N., longitude 121°45'40" W.), excluding the portion south of latitude 36°32'00" N.; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 37°05'00" N., longitude 122°43'15" W., thence east via the south boundary of Control 1173 to V-27, thence southeast via V-27 to latitude 37°00'00" N., thence east via latitude 37°00'00" N. to a line 11 miles southwest of and parallel to the Priest, Calif., VORTAC 331° True radial, thence southeast via this line to a line 12 miles southeast of and parallel to the Big Sur, Calif., VOR 047° True radial, thence southwest via this line to V-27, thence southeast via V-27 to longitude 121°03'00" W., thence south to latitude 35°30'00" N., longitude 121°03'00" W., thence to latitude 35°30'00" N., longitude 121°22'00" W.; to latitude 35°45'00" N., longitude 121°40'15" W., to latitude 36°15'00" N., longitude 122°01'00" W., to latitude 36°29'00" N., longitude 122°01'00" W., to latitude 36°29'00" N., longitude 122°17'30" W., to point of beginning; and that airspace extending upward from 5,000 feet MSL bounded on the northwest by a line 12 miles southeast of and parallel to the Big Sur VOR 047° True radial, on the northeast by V-25, on the south by latitude 35°33'00" N. and longitude 121°03'00" W., and on the west by V-27, excluding the portion within the Paso Robles, Calif., transition area.

5. The Monterey control area extension would be revoked.

6. The Big Sur transition area would be revoked.

The above control zones are required to protect aircraft executing prescribed instrument approach and departure procedures for the respective airports. The 700-foot transition area provides protection for prescribed approaches and for transitions and approaches conducted by Navy and Army radar units at Monterey NALF and Fritzsche AAF. The 1,200-foot transition area is to provide protection for aircraft executing prescribed instrument approach, departure, and holding procedures within the Salinas/Monterey area. The 5,000-foot transition area is required to protect en route aircraft holding and on radar vectoring procedures between airways. The Monterey control area extension and the Big Sur transition area would be revoked since they would no longer be required for air traffic control purposes.

These amendments are proposed under secs. 307(a) and 1110 of the Federal Aviation Act of 1958 (49 U.S.C. 1348, 1510), and Executive Order 10854 (24 F.R. 9565).

Issued in Washington, D.C., on March 31, 1966.

T. McCORMACK,  
Acting Chief, Airspace and  
Air Traffic Rules Division.

[F.R. Doc. 66-3722; Filed, Apr. 6, 1966;  
8:45 a.m.]

## [ 14 CFR Part 71 ]

[Airspace Docket No. 66-CE-25]

### TRANSITION AREA

#### Proposed Designation

The Federal Aviation Agency is considering an amendment to Part 71 of the Federal Aviation Regulations which would designate controlled airspace in the Wolf Point, Mont., terminal area.

The Federal Aviation Agency, having completed a comprehensive review of the terminal airspace structural requirements in the Wolf Point, Mont., terminal area, proposes the following airspace action:

Designate a Wolf Point, Mont., transition area as that airspace extending upward from 700 feet above the surface within a 5-mile radius of Wolf Point Airport (latitude 48°05'42" N., longitude 105°34'00" W.), and within 2 miles each side of the 314° bearing from Wolf Point Airport extending from the 5-mile radius area to 10½ miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles NE and 8 miles SW of the 314° bearing from Wolf Point Airport, extending from the airport to the arc of a 35-mile radius circle centered on Glasgow, Montana AFB (latitude 48°25'00" N., longitude 106°31'40" W.); and 5 miles each side of the 280° bearing from Wolf Point Airport extending from the airport to the arc of a 35-mile radius circle centered on Glasgow AFB.

The proposed 700-foot floor transition area would provide controlled airspace protection for aircraft executing the special instrument approach procedure at Wolf Point Airport during descent from 1,500 to 700 feet above the surface. It would also provide controlled airspace protection for departing aircraft during climb from 700 to 1,200 feet above the surface.

The proposed 1,200-foot floor transition area would encompass the procedure turn area of the prescribed special instrument approach procedure as well as the holding pattern at Wolf Point Airport. It would also provide controlled airspace protection for aircraft operating via the authorized direct off airway routes from Glasgow, Mont., to Wolf Point.

No procedural changes would be effected by the proposal.

Specific details of the proposal contained herein may be examined by contacting the Chief, Airspace Branch, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hear-



ing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The public docket will be available for examination by interested persons in the Office of the Regional Counsel, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110.

This amendment is proposed under the authority of sec. 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued at Kansas City, Mo., on March 22, 1966.

DONALD S. KING,  
Acting Director, Central Region.

[F.R. Doc. 66-3723; Filed, Apr. 6, 1966;  
8:45 a.m.]

#### [ 14 CFR Part 71 ]

[Airspace Docket No. 66-EA-8]

#### TRANSITION AREA

##### Proposed Alteration

The Federal Aviation Agency is considering amending § 71.181 of Part 71 of the Federal Aviation Regulation which would alter the State College, Pa., transition area (31 F.R. 2259).

A new instrument approach procedure was recently authorized for State College Air Depot Airport, State College, Pa. To provide airspace protection for aircraft executing this procedure, it will be necessary to alter the transition area.

Interested persons may submit such written data or views as they may desire. Communications should be submitted in triplicate to the Director, Eastern Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y., 11430. All communications received within 30 days after publication in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Airspace Branch, Eastern Region.

Any data or views presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record

for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the Office of the Regional Counsel, Federal Aviation Agency, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y.

The Federal Aviation Agency, having completed a review of the airspace requirements for the terminal area of State College, Pa., proposes the airspace action hereinafter set forth:

1. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to delete the description of State College, Pa., transition area and insert in lieu thereof the following:

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 40°51'05" N., 77°51'00" W., of University Park Airport, State College, Pa.; within a 5-mile radius of the center 40°46'15" N., 77°52'50" W., of State College Air Depot Airport, State College, Pa., and within 2 miles each side of the State College Air Depot Airport Runway 22 centerline extended from the State College Air Depot Airport 5-mile radius area to 10 miles southwest of the end of the runway, excluding that portion that coincides with the Phillipsburg, Pa., transition area.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Jamaica, N.Y., on March 25, 1966.

WAYNE HENDERSHOT,  
Deputy Director, Eastern Region.

[F.R. Doc. 66-3724; Filed, Apr. 6, 1966;  
8:45 a.m.]

#### [ 14 CFR Part 71 ]

[Airspace Docket No. 66-WE-8]

#### CONTROLLED AIRSPACE

##### Proposed Alteration

The Federal Aviation Agency is considering an amendment to Part 71 of the Federal Aviation Regulations which would alter VOR Federal airway No. 112.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Western Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, 5651 West Manchester Avenue, Post Office Box 90007, Airport Station, Los Angeles, Calif., 90009. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered be-

fore action is taken on the proposed amendment. The proposal contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. An informal docket also will be available for examination at the office of the Regional Air Traffic Division Chief.

Federal airway No. 112 is presently designated from Pendleton, Oreg.; 35 miles, 1,200 feet AGL, 66 miles, 4,900 feet MSL, 1,200 feet AGL Spokane, Wash., including a W alternate from Pendleton 1,200 feet AGL via Pasco, Wash., 28 miles, 1,200 feet AGL, 21 miles, 4,500 feet MSL, INT Pasco 035° and Spokane 221° radials, 27 miles, 4,500 feet MSL, 1,200 feet AGL Spokane, excluding the airspace between the main and this W alternate.

These floors were established to permit climb to minimum en route altitudes and for aeronautical chart legibility southwest of Spokane. Subsequent to establishment of these floors, transition areas with 1,200 feet above the surface floors were designated at Walla Walla, Wash., Ephrata, Wash., and Spokane, Wash. In addition, it was determined that the MSL floors established in relation to the minimum en route altitudes resulted in the loss of minimum IFR altitudes employed when controlling aircraft along V-112 and V-112 west alternate by use of radar. Accordingly, it is proposed herein to make minor adjustments in the airway floors to coincide with the floors of the transition areas and to restore the altitudes available for radar control.

If this action is taken, V-112 would be amended as follows:

V-112 From Pendleton, 53 miles, 1,200 feet AGL, 28 miles, 4,500 feet MSL, 1,200 feet AGL Spokane, including a W alternate from Pendleton, 1,200 feet AGL Pasco, Wash., 35 miles, 1,200 feet AGL, 3,500 feet MSL INT Pasco 035° and Spokane, Wash., 221° True radials; 6 miles, 3,500 feet MSL, 1,200 feet AGL Spokane, excluding the airspace between the main and this W alternate.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Washington, D.C., on March 31, 1966.

T. McCORMACK,  
Acting Chief, Airspace and  
Air Traffic Rules Division.

[F.R. Doc. 66-3725; Filed, Apr. 6, 1966;  
8:45 a.m.]



# Notices

## INTERSTATE COMMERCE COMMISSION

[Notice 902]

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

APRIL 1, 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 409 (Sub-No. 27), filed March 17, 1966. Applicant: O. E. POULSON, INC., Elm Creek, Nebr. Applicant's representative: J. Max Harding, Box 2028, Lincoln, Nebr., 68501. 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 Belleville, Kans., and points within fifteen (15) miles thereof, to points in Arkansas, Colorado, Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, New Mexico, Oklahoma, South Dakota, and Wyoming. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Kansas City, Mo.

No. MC 906 (Sub-No. 78), filed March 16, 1966. Applicant: CONSOLIDATED FORWARDING CO., INC., 1300 North 10th Street, St. Louis, Mo., 63106. Applicant's representative: Thomas F. Kilroy, Federal Bar Building, 1815 H Street NW., Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glass and glassware products*, from Lapel, Ind., to points in Delaware, Maine, and Massachusetts. NOTE: Applicant states that it will transport exempt commodities on return. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 906 (Sub-No. 79), filed March 16, 1966. Applicant: CONSOLIDATED FORWARDING CO., INC., 1300 North 10th Street, St. Louis, Mo., 63106. Applicant's representative: Thomas F. Kilroy, Colorado Building, 1341 G Street, NW., Washington, D.C., 20005. 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 of the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, in mechanical refrigerated vehicles (except hides and commodities in bulk in tank vehicles), from the plantsite and/or warehouse facilities utilized by Maurer Neuer Packing Co., Kansas City, Mo., to points in Minnesota, South Dakota, and Wisconsin. NOTE: Applicant states it proposes to transport exempt products, on return. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 1733 (Sub-No. 7), filed March 7, 1966. Applicant: LAKE SHORE MOTOR TRANSIT LINES, INC., 230 North State Street, St. Joseph, Mich. Applicant's representative: William D. Parsley, 117 West Allegan Street, Lansing, Mich., 48933. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, and except high 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), serving the site of the Cooper-

Jarrett, Inc., terminal to be constructed on property located on Frontage Road (formerly old U.S. Highway 66) and now parallel to new U.S. Highway 66 and Interstate Highway 55 approximately one-half mile west of County Line Road, in an unincorporated portion of Du Page County, Ill., as an off-route point, in connection with applicant's regular route operations, for purpose of interchanging traffic at said terminal site. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Chicago, Ill.

No. MC 1855 (Sub-No. 15), filed March 10, 1966. Applicant: SCHWENZER BROS. INC., 767 St. George Avenue, Woodbridge, N.J. Applicant's representative: William J. Augello, Jr., 2 West 45th Street, New York, N.Y., 10036. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum, petroleum products, methanols and such commodities* as are ordinarily used or distributed by wholesale or retail suppliers, marketers or distributors of petroleum products, between Sewaren, N.J., on the one hand, and, on the other, steamship piers located in Bergen, Essex, Hudson, and Union Counties, N.J., and railroad piggyback ramps in Bergen, Hudson, Mercer, Sommerset, and Union Counties, N.J., in trailers furnished by shippers, consignees or agents thereof. NOTE: Applicant states that the above proposed operation is to be under a continuing contract or contracts with Shell Oil Co., New York, N.Y. If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 2421 (Sub-No. 5), filed March 11, 1966. Applicant: NEWTON TRANSPORTATION COMPANY, INC., Post Office Box 678, Lenoir, 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*, from Marion, Morganton, and Drexel, N.C., to points in Kentucky. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Charlotte, N.C.

No. MC 2421 (Sub-No. 6), filed March 11, 1966. Applicant: NEWTON TRANSPORTATION COMPANY, INC., Post Office Box 678, Lenoir, 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*, from points in Mitchell County, N.C., to points in Illinois, Indiana, Kentucky, Maryland, New Jersey, Ohio, Pennsylvania, West Virginia, the District of Columbia, St. Louis, Mo., and points in the New York, N.Y., commercial zone. NOTE: If a hearing is deemed necessary, applicant requests it be held at Charlotte, N.C.

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



No. MC 2593 (Sub-No. 11), filed March 15, 1966. Applicant: BAUMANN BROS. TRANSPORTATION, INC., 5126 South 25th Street, Omaha, Nebr., 68107. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, dangerous explosives, household goods as defined by the Commission, and except commodities which, because of their size or weight, require the use of special equipment), serving points in Saunders County, Nebr., as intermediate and off-route points, in connection with applicant's presently authorized regular route operations between Chicago, Ill., and Lincoln, Nebr. NOTE: If a hearing is deemed necessary, applicant requests it be held at Lincoln, Nebr.

No. MC 4941 (Sub-No. 21) (AMENDMENT), filed September 27, 1965, published in FEDERAL REGISTER, issue of October 14, 1966, amended March 21, 1966, and republished as amended this issue. Applicant: QUINN FREIGHT LINES, INC., 1093 North Montello Street, Brockton, Mass. Applicant's representative: Mary E. Kelley, 10 Tremont Street, Boston 8, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pre-fabricated buildings*, knocked down, or in sections, and when transported in connection with the transportation of such buildings, *component parts* thereof, and *equipment and materials* incidental to the erection and completion of such buildings, from Sudbury, Mass., to points in Maine, New Hampshire, Vermont, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, West Virginia, Ohio, Tennessee, and the District of Columbia and *returned and rejected shipments*, on return. NOTE: The purpose of this republication is to more clearly set forth the commodity description. If a hearing is deemed necessary, applicant requests it be held at Boston, Mass.

No. MC 6078 (Sub-No. 51) (Amendment), filed December 29, 1965, published in FEDERAL REGISTER issue of January 27, 1966, amended March 18, 1966, and republished as amended this issue. Applicant: D. F. BAST, INC., Post Office Box 2288, Allentown, Pa. Applicant's representative: Bert Collins, 140 Cedar Street, New York, N.Y., 10006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities* which, because of size or weight, require the use of special equipment or handling, between points within 30 miles of Allentown, Pa., on the one hand, and, on the other, points on or east of U.S. Highway 219. 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 Washington, D.C.

No. MC 6078 (Sub-No. 52), filed March 20, 1966. Applicant: D. F. BAST, INC., Post Office Box 2288, Allentown, Pa. Applicant's representative: Bert Collins, 140 Cedar Street, New York, N.Y., 10006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular

routes, transporting: *Cinder, concrete and slag building blocks, shapes, and prestressed and port-stressed units*, from Turbotville, Pa., to points in Delaware, Maryland, New Jersey, New York, Virginia, and West Virginia, and the District of Columbia, and *rejected, damaged, and returned shipments*, on return. NOTE: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 6078 (Sub-No. 53), filed March 20, 1966. Applicant: D. F. BAST, INC., 1425 North Maxwell Street, Allentown, Pa. 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: *Iron and steel, and iron and steel articles*, between points in Illinois, Indiana, Iowa, New York, Maryland, Michigan, Minnesota, Missouri, Ohio, and Pennsylvania. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Pittsburgh, Pa.

No. MC 10278 (Sub-No. 1), filed March 18, 1966. Applicant: TONY VICTORINE, 345 West Laurel Drive, Post Office Box 367, Salinas, Calif. Applicant's representative: Marvin Handler, 405 Montgomery Street, Suite 1401, San Francisco, Calif., 94104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sugar*, other than in bulk, from Spreckels, Calif., to San Francisco, Oakland, Richmond, and Alameda, Calif. NOTE: If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 10343 (Sub-No. 14), filed March 17, 1966. Applicant: CHURCHILL TRUCK LINES, INC., U.S. Highway 36, Post Office Box 250, Chillicothe, Mo., 64601. Authority sought to operate as a *common carrier*, by motor vehicle, over a regular route, transporting: *General commodities* (except those of unusual value, and except dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious to other lading), between Rockford, Ill., and junction U.S. Highway 51 and U.S. Highway 34, over U.S. Highway 51, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's regular-route operations. NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 10343 (Sub-No. 15), filed March 17, 1966. Applicant: CHURCHILL TRUCK LINES, INC., U.S. Highway 36 West, Post Office Box 250, Chillicothe, Mo., 64601. Authority sought to operate as a *common carrier*, by motor vehicle, over a regular route, transporting: *General commodities* (except those of unusual value, and except dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious to other lading), between Donnellson and Mount Pleasant, Iowa, over U.S. Highway

218, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's regular-route operations. NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 10761 (Sub-No. 192), filed March 10, 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: *Refractories and refractory products*, from points in Audrain, Calloway, and Montgomery Counties, Mo., to points presently authorized to be served in Arkansas, Colorado, Connecticut, Delaware, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, Rhode Island, Tennessee, Texas, Vermont, Virginia, West Virginia, and Wisconsin, and the District of Columbia, and *refused or damaged shipments*, on return. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 11220 (Sub-No. 104), filed March 18, 1966. Applicant: GORDONS TRANSPORTS, INC., 185 West Mc-Lemore Avenue, Memphis, Tenn., 38102. Applicant's representative: James W. Wrape, 2111 Sterick Building, Memphis, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, and except livestock, dangerous explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving Raymond, Miss., as an off-route point in connection with applicant's presently authorized regular route operations under MC 11220 (Sub-No. 4). NOTE: If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss.

No. MC 19945 (Sub-No. 23), filed March 15, 1966. Applicant: BEHNKEN TRUCK SERVICE, INC., Illinois Route 13, New Athens, Ill. Applicant's representative: Ernest A. Brooks II, 1301-02 Ambassador Building, St. Louis, Mo., 63101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry fertilizer and fertilizer ingredients*, in bulk, in dump vehicles, from points in the St. Louis, Mo., and East St. Louis, Ill., commercial zone and 5 miles thereof, and Chester, Cairo, and Shawneetown, Ill., to points in Illinois, restricted to shipments having a prior movement by water. NOTE: If a hearing is deemed necessary, applicant requests that it be held at St. Louis, Mo.

No. MC 20824 (Sub-No. 23), filed March 14, 1966. Applicant: COMMERCIAL MOTOR FREIGHT, INC., OF INDIANA, 111 East McCarty Street, Indianapolis, Ind. Applicant's representative: Walter F. Jones, Jr., 601 Chamber of Commerce Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General*



commodities (except those of unusual value, high explosives, household goods (when transported as a separate and distinct service in connection with so-called "household movings"), commodities in bulk, commodities requiring special equipment, stone, and commodities injurious or contaminating to other lading), serving the plantsite of the New York Central Railroad, known as the Big Four Yards, near Avon (Hendricks County), Ind., as an off-route point in connection with applicant's authorized regular route operations, restricted to the transportation of traffic having an immediately prior or subsequent movement by rail. NOTE: If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 24280 (Sub-No. 1), filed March 14, 1966. Applicant: H. PORTER LANGE AND ROBERT A. LANGE, a partnership, doing business as LANGE TRANSFER & STORAGE COMPANY, 615 West Dale, Muskegon, Mich. Applicant's representative: Wilhelmina Boersma, 1600 First Federal Building, 1001 Woodward Avenue, Detroit, Mich., 48226. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment) limited to shipments weighing 500 pounds or less moving to any one consignee on the same day, from Muskegon, Mich., to points in that part of Michigan on, north and west of a line commencing at Muskegon, Mich., and extending along Michigan Highway 46 to junction Michigan Highway 57, thence along Michigan Highway 57 to junction Michigan Highway 15, thence along Michigan Highway 15 to Bay City, Mich., including points on the highways specified, and to points in Kent, Allegan, and Ottawa Counties, Mich., and *refused and rejected shipments*, on return. NOTE: If a hearing is deemed necessary, applicant requests it be held at Lansing or Detroit, Mich.

No. MC 29079 (Sub-No. 26), filed March 22, 1966. Applicant: BRADA MILLER FREIGHT SYSTEM, INC., 1200 Home Avenue, Kokomo, Ind. Applicant's representative: Carl L. Steiner, 39 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Refractory products*, between points in Calhoun, Audrain, and Montgomery Counties, Mo., on the one hand, and, on the other, points in West Virginia, Pennsylvania, Indiana, Ohio, and Michigan. NOTE: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 31600 (Sub-No. 610), filed March 16, 1966. Applicant: P. B. MUTRIE MOTOR TRANSPORTATION, INC., Calvary Street, Waltham, Mass., 02154. Applicant's representative: Harry C. Ames, Jr., Transportation Building, Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes,

transporting: *Petroleum naphtha*, in bulk, in tank vehicles, from East Boston, Mass., to Glens Falls, N.Y. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 31879 (Sub-No. 20), filed March 17, 1966. Applicant: EXHIBITORS FILM DELIVERY & SERVICE CO., INC., 101 West 10th Avenue, North Kansas City, Mo., 64116. Applicant's representative: James W. Wrape, 2111 Sterick Building, Memphis, Tenn., 38103. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities* (except dangerous explosives, household goods as defined by the Commission in 17 M.C.C. 467, commodities in bulk, and livestock), between St. Joseph, Mo., on the one hand, and, on the other, points in Kansas. Restriction: (1) No service shall be rendered in the transportation of any parcels, packages, or articles weighing in the aggregate more than 100 pounds from one consignor at any one location to one consignee at any one location on any one day, and (2) no service shall be rendered in the transportation (a) of microfilm, commercial papers, documents, and written instruments (except coins, currency, and negotiable instruments), as are used in the conduct and operation of banks and banking institutions, (b) of exposed and processed film and prints, complimentary replacement film, and incidental dealer handling supplies (except motion picture film and materials and supplies used in connection with commercial and television motion pictures), and (c) of papers used in the processing of data by computing machines, punch cards, magnetic encoded documents, magnetic tape, punch paper tape, printed reports and documents, and office records. NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 41255 (Sub-No. 47), filed March 22, 1966. Applicant: GLOSSON MOTOR LINES, INC., Hargrave Road, Lexington, N.C. Applicant's representative: Harry Ross, Warner Building, Washington 4, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Animal, poultry, fish, food and feed, and feed ingredients and supplements thereof* (except in bulk in tank vehicles, from Woburn, Lawrence, and Boston, Mass., to points in Florida. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Boston, Mass.

No. MC 42556 (Sub-No. 3), filed March 10, 1966. Applicant: JOSEPH C. BOCKIN, Jr., doing business as J. BOCKIN, 65 Hamilton Lane, Willingboro, N.J. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Rubble and building stone*, in dump trailers, from points in Bucks, Chester, and Delaware Counties, Pa., to points in New Jersey, Nassau County, Long Island, N.Y., Suffolk County, Long Island, N.Y.; in and west of Riverhead, Long Island, N.Y.; Dutchess, Orange, Putnam, Rockland, Sullivan, Ulster, and Westchester Counties, N.Y., and to New York, N.Y., and (2) *slag*, in dump trailers, from Falls

Township, Bucks County, Pa., to points in the New York, N.Y., commercial zone, as defined by the Commission, and to points in Nassau County, Long Island, N.Y. NOTE: If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 42866 (Sub-No. 14), filed March 7, 1966. Applicant: NATIONAL VAN LINES, INC., 2800 Roosevelt Road, Broadview, Ill., 60153. Applicant's representative: Paul Coyle, 5631 Utah Avenue NW., Washington, D.C., 20015. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, (1) between points in California, on the one hand, and, on the other, points in Oregon and Washington; and (2) between points in Oregon and Washington. NOTE: Applicant states that he is presently authorized to transport household goods as defined by the Commission, over irregular routes, (1) between points in the United States, except between points in California, on the one hand, and, on the other, points in Oregon and Washington, and except between points in Oregon and Washington; and (2) between points in Washington, on the one hand, and, on the other, points in Oregon. Applicant states that if the above proposed operation is granted, applicant will be authorized to transport household goods, as defined by the Commission, between all points in the 48 contiguous United States and the District of Columbia. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 48958 (Sub-No. 89), filed March 14, 1966. Applicant: ILLINOIS-CALIFORNIA EXPRESS, INC., 510 East 51st Avenue, Denver, Colo. 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: *Commodities of unusual value* (except those which shipper requires carrier to furnish armed guards or armored equipment). Regular routes: (1) Between Los Angeles, Calif., and Denver, Colo., serving all intermediate points; and serving off-route points within 35 miles of Los Angeles; and the U.S. Army Training Site No. 3, located on unnumbered highway, 3 miles south of intersection with U.S. Highway 66 at a point 6 miles west of Thoreau, N. Mex.: From Los Angeles over U.S. Highway 66 via San Bernardino, Calif., to Albuquerque, N. Mex., thence over U.S. Highway 85 to Denver (also from junction U.S. Highway 85 and unnumbered highway about 3 miles south of Greenhorn, Colo., over unnumbered highway to Crow, Colo., thence over Colorado Highway 165 to junction U.S. Highway 85 north of Crow; also from junction U.S. Highway 85 and Colorado Highway 105 approximately one-half mile south of Monument, Colo., over Colorado Highway 105 to Palmer Lake, Colo., thence over Colorado Highway 393 to junction U.S. Highway 85 approximately 1½ miles north of Larkspur, Colo.), and return over the same route; (2) between Los Angeles, Calif., and San Bernardino, Calif., serving all



intermediate points; and serving off-route points within 35 miles of Los Angeles:

From Los Angeles over U.S. Highway 99 to Colton, Calif., thence over connecting highways to San Bernardino, and return over the same routes; (3) between Colton, Calif., and Ashfork, Ariz., serving all intermediate points; and serving off-route points within 35 miles of Los Angeles: From Colton over U.S. Highway 99 to Indio, Calif., thence over U.S. Highway 60 to Wickenburg, Ariz., and thence over U.S. Highway 89 to Ashfork, and return over the same route; (4) between Congress Junction, Ariz., and Aguila, Ariz., as an alternate route for operating convenience only, serving no intermediate points: From Congress Junction over Arizona Highway 71 to Aguila, and return over the same route; (5) serving the Denver Federal Center located about 3½ miles from Denver, Colo., as an off-route point in connection with carrier's authorized regular route operations; (6) serving the site of the U.S. Atomic Energy Plant at or near Marshall, Colo., as an off-route point in connection with carrier's authorized regular route operations to and from Denver, Colo.; (7) between Albuquerque, N. Mex., and the site of the U.S. Engineer's Project No. 76, approximately 7 miles southeast of Albuquerque, serving no intermediate points: From Albuquerque over unnumbered highway to the site of the U.S. Engineer's Project No. 76, approximately 7 miles southeast of Albuquerque, and return over the same route; (8) between Peoria, Ill., and Denver, Colo., serving all intermediate points, as follows: (a) From Peoria over Illinois Highway 116 to junction U.S. Highway 34, thence over U.S. Highway 34 via Lincoln, Nebr., to junction U.S. Highway 281, thence over U.S. Highway 281 to Grand Island, Nebr.

Thence over U.S. Highway 30 via Brule, Nebr., to Cheyenne, Wyo., and thence over U.S. Highway 85 to Denver, and return over the same route; (b) from Peoria over U.S. Highway 150 to Galesburg, Ill., thence over U.S. Highway 34 to Lincoln, Nebr., thence to Brule, Nebr., as specified above, thence over U.S. Highway 30 to junction U.S. Highway 138, thence over U.S. Highway 138 to Sterling, Colo., and thence over U.S. Highway 6 via Brush, Colo., to Denver, and return over the same route; (c) from Peoria to Brush, Colo., as specified above, thence over U.S. Highway 34 to Greeley, Colo., and thence over U.S. Highway 85 to Denver, and return over the same route; (9) between Glenwood, Iowa, and Council Bluffs, Iowa, serving all intermediate points: From Glenwood over U.S. Highway 275 to Council Bluffs, and return over the same route; (10) between Lincoln, Nebr., and Chicago, Ill., serving the intermediate points of Omaha, Nebr., and Council Bluffs, Iowa, and points in the Chicago, Ill., commercial zone, as defined by the Commission in 1 M.C.C. 673, as intermediate or off-route points, without restriction; intermediate points between Lincoln and Omaha for the above-specified commodities other than alcoholic liquors, and all other intermediate points in Iowa and in Illinois, for pickup

on eastbound traffic only; and the off-route points of Canton, Rock Falls, and Aurora, Ill., for pickup of farm machinery, road grading, and road building tools and machinery and parts therefor, on westbound traffic only, as follows: (a) From Lincoln over U.S. Highway 6 to Harvey, Ill., thence over Illinois Highway 1 to Chicago (also from Harvey, Ill., over U.S. Highway 6 to junction Alternate U.S. Highway 30, and thence over Alternate U.S. Highway 30 to Chicago), and return over the same route; (b) from Lincoln over U.S. Highway 6 to Princeton, Ill., thence over U.S. Highway 34 to Chicago, and return over the same route; (c) from Lincoln over U.S. Highway 6 to Council Bluffs, Iowa.

Thence over U.S. Highway 75 to Missouri Valley, Iowa, thence over U.S. Highway 30 to junction Alternate U.S. Highway 30 (near Sterling, Ill.), thence over Alternate U.S. Highway 30 to Chicago, and return over the same route; (11) between Chicago, Ill., and Peoria, Ill., for operating convenience only service is not authorized at Peoria or intermediate points except points in the Chicago commercial zone as provided above; and service over this route restricted to traffic moving between points in the Chicago commercial zone, described above, on the one hand, and, on the other, Glenwood, Iowa, and points west thereof: From Chicago over U.S. Highway 66 to Chenoa, Ill., thence over U.S. Highway 24 to Peoria, and return over the same route; (12) between Missouri Valley, Iowa, and Grand Island, Nebr., serving no intermediate points; and serving Missouri Valley for pickup of eastbound traffic: From Missouri Valley over U.S. Highway 30 to Grand Island, and return over the same route; (13) between Omaha, Nebr., and junction U.S. Highway 30 and Alternate U.S. Highway 30 near Clarks, Nebr., serving no intermediate points; and no service is authorized at the said junction point: From Omaha, over Alternate U.S. Highway 30 to junction U.S. Highway 30, and return over the same route; (14) between junction U.S. Highway 30 and Alternate U.S. Highway 30 near Galt, Ill., and junction Illinois Highway 65 and U.S. Highway 34, serving no intermediate points; and serving the termini for pickup of eastbound traffic: From junction U.S. Highway 30 and Alternate U.S. Highway 30 near Galt, Ill., over U.S. Highway 30 to Aurora, Ill.

Thence over Illinois Highway 65 to junction U.S. Highway 34, and return over the same route; (15) between Denver, Colo., and Chicago, Ill., serving all intermediate points in Colorado, Nebraska, and Illinois: From Denver over U.S. Highway 85 to Greeley, Colo., thence over U.S. Highway 34 to Brush, Colo., 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 Alternate U.S. Highway 30, and thence over Alternate U.S. Highway 30 to Chicago, and return over the same route; (16) between Denver, Colo., and junction U.S. Highways 6 and 34, east of Wiggins, Colo., serving no intermediate points: From

Denver over U.S. Highway 6 to junction U.S. Highway 34, east of Wiggins, and return over the same route; (17) between Morrison, Ill., and Chicago, Ill., as an alternate route for operating convenience only, serving no intermediate points: From Morrison over U.S. Highway 30 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; (18) between Denver, Colo., and the junction of U.S. Highways 85 and 87 located approximately three-fourths of a mile north of Castle Rock, Colo., serving no intermediate points: From Denver over U.S. Highway 87 to the junction of U.S. Highways 85 and 87, and return over the same route; (19) between Denver, Colo., and Cheyenne, Wyo., serving no intermediate points: From Denver over U.S. Highway 87 to Cheyenne, and return over the same route; (20) between Denver, Colo., and Greeley, Colo., serving no intermediate points: From Denver over U.S. Highway 87 to junction U.S. Highway 34.

Thence over U.S. Highway 34 to Greeley, and return over the same route; (21) between Denver, Colo., and Ault, Colo., serving no intermediate points: From Denver over U.S. Highway 87 to junction Colorado Highway 14, thence over Colorado Highway 14 to Ault, and return over the same route; (22) between Denver, Colo., and the junction of Colorado Highway 7 and U.S. Highway 6, serving no intermediate points: From Denver over U.S. Highway 87 to junction Colorado Highway 7, thence over Colorado Highway 7 to junction U.S. Highway 6, and return over the same route; (23) serving the site of the Glenn L. Martin plant, near Waterton, Colo., as an off-route point in connection with carrier's regular route operations to and from Denver, Colo.; (24) serving the Glen Canyon Dam site in Arizona (on the Colorado River near the Arizona-Utah State line) and points within 10 miles thereof, as off-route points in connection with carrier's authorized regular route operations between Los Angeles, Calif., and Denver, Colo.; (25) between junction U.S. Highway 66 and New Mexico Highway 53 (west of Grants, N. Mex.), and the Rio Del Oro mine shaft in the Ambrosia Lake mining area, New Mexico, serving all intermediate points, and serving all off-route points within 5 miles of the indicated portions of the specified roads and highways: From junction U.S. Highway 66 and New Mexico Highway 53 (west of Grants, N. Mex.), north 13½ miles over New Mexico Highway 53 to junction unnumbered McKinley County Road, thence northwest 7½ miles over unnumbered McKinley County Road to junction Rio Del Oro and Sabre-Pinon Roads.

Thence northwest 6 miles over said roads to the Rio Del Oro Mine Shaft in the Ambrosia Lake Mining Area, and return over the same route; (26) between Kingman, Ariz., and the plantsite of the Atomic Energy Commission near Mercury, Nev., serving no intermediate points: From Kingman over U.S. Highway 93 to Las Vegas, Nev., thence over



U.S. Highway 95 to Desert Rock Junction, Nev., thence over unnumbered highway to the above-specified plantsite near Mercury, and return over the same route; Restriction: The service proposed in (26) above is restricted to truckload traffic having an origin or destination in New Mexico, Texas, or Oklahoma, and moving for or on behalf of the Atomic Energy Commission, and said traffic is further restricted against interlining at the plant of the Atomic Energy Commission near Mercury, Nev.; (27) between Walsenburg, Colo., and Santa Fe, N. Mex., serving no intermediate points: From Walsenburg over U.S. Highway 160 to junction Colorado Highway 159, thence over Colorado Highway 159 to the Colorado-New Mexico State line, thence over New Mexico Highway 3 to junction U.S. Highway 64, thence over U.S. Highway 64 to junction U.S. Highway 285, thence over U.S. Highway 285 to Santa Fe, and return over the same route; (28) between Wichita Falls, Tex., and Dickens, Tex., serving all intermediate points: From Wichita Falls over U.S. Highway 82 to Dickens, and return over the same route; (29) between Jacksboro, Tex., and the Texas-Oklahoma State line, serving all intermediate points between Vernon, Tex., and the Texas-Oklahoma State line, including Vernon, and between Seymour, Tex., and Jacksboro, Tex., including Seymour, but not including Jacksboro:

From Jacksboro over Texas Highway 199 to Seymour, Tex., thence over U.S. Highway 286 to the Texas-Oklahoma State line, and return over the same route; (30) between Quanah, Tex., and Benjamin, Tex., serving the intermediate point of Crowell, Tex.: From Quanah over Texas Highway 283 to Benjamin, and return over the same route; (31) between Paducah, Tex., and Guthrie, Tex., serving no intermediate points: From Paducah over U.S. Highway 83 to Guthrie, and return over the same route; (32) between Fort Worth, Tex., and Rhome, Tex., serving no intermediate points, and with no service at Rhome: From Fort Worth over U.S. Highway 81 to Rhome, and return over the same route; (33) between Wichita Falls, Tex., and Stamford, Tex., serving all intermediate points: From Wichita Falls over U.S. Highway 277 to Stamford, and return over the same route; (34) between Olton, Tex., and Roaring Springs, Tex., serving all intermediate points: From Olton over U.S. Highway 70 via Plainview, Tex., to Matador, Tex., thence over Texas Highway 70 (formerly U.S. Highway 62) to Roaring Springs, and return over the same routes; (35) between Ralls, Tex., and Crosbyton, Tex., serving all intermediate points: From Ralls over U.S. Highway 82 to Crosbyton, and return over the same route; (36) between Dimmitt, Tex., and Petersburg, Tex., serving the intermediate points of Hart, Running Water, and Plainview, Tex.: From Dimmitt over Texas Highway 194 to Plainview, Tex., thence over Texas Farm or Ranch Road 400 (formerly unnumbered highway) to junction Texas Farm or Ranch Road 54 (formerly unnumbered highway), thence over Texas Farm or

Ranch Road 54 to Petersburg, and return over the same route; (37) between Amarillo, Tex., and Plainview, Tex., serving no intermediate points:

From Amarillo over U.S. Highway 87 to Plainview, and return over the same route. Restriction: Service under the authority proposed in (37) above is restricted against transportation of traffic between Amarillo, on the one hand, and Plainview and Lubbock, Tex., on the other, over U.S. Highway 87; (38) between points in Texas, serving all intermediate points, restricted against interlining at Abilene and Albany of traffic moving in interstate or foreign commerce to Breckenridge, and against interlining at Abilene and Breckenridge of traffic moving in interstate or foreign commerce to Albany as follows: (a) From Graham over Texas Highway 67 to Breckenridge, and return over the same route; (b) from Olney over Texas Highway 79 to junction U.S. Highway 283 at or near Throckmorton, Tex., thence over U.S. Highway 283 to Albany, and return over the same route; (c) from New Castle over Texas Highway 24 to Throckmorton, and return over the same route; (d) from Throckmorton over U.S. Highway 283 to junction U.S. Highway 183 (formerly Texas Highway 6), thence over U.S. Highway 183 via Woodson, Tex., to Breckenridge, and return over the same route; (e) from Olney over Texas Highway 199 (formerly unnumbered highway) to Jean, Tex., thence over Texas Farm or Ranch Road 1769 (formerly unnumbered highway) to junction Texas Highway 24 (formerly unnumbered highway).

Thence over Texas Highway 24 to Graham, and return over the same route; (f) from South Bend over Texas Farm or Ranch Road 701 (formerly unnumbered highway) to Eliasville, and return over the same route; and (g) from Abilene over Texas Highway 351 to junction U.S. Highway 180, thence over U.S. Highway 180 to Albany, Tex., thence over U.S. Highway 283 to Throckmorton, and return over the same route; (39) between Amarillo, Tex., and Pan-Tex ordnance plant, near St. Francis, Tex., serving the intermediate points of the sites of the English Field, U.S. Aviation Mechanics School, and Amarillo Air Force Base: From Amarillo over U.S. Highway 60 to the site of the Pan-Tex ordnance plant, and return over the same route; (40) between Benjamin, Tex., and Munday, Tex., serving all intermediate points: From Benjamin over Texas Highway 283 to Knox City, Tex., thence over Texas Highway 222 to Munday, and return over the same route; (41) between Lubbock, Tex., and the site of the Reece Air Force Base, Tex., serving no intermediate points: From Lubbock over Texas Highway 116 (formerly Texas Highway 290) to junction War Highway No. 5 west of Lubbock, thence over War Highway No. 5 to the site of the Reece Air Force Base, and return over the same route; (42) between Dimmitt, Tex., and Hereford, Tex., serving no intermediate points: From Dimmitt over U.S. Highway 385 (formerly Texas Highway 51) to Hereford, and return over the same route; (43) between

Stamford, Tex., and Knox City, Tex., serving all intermediate points.

From Stamford over U.S. Highway 380 to junction Texas Highway 283, thence over Texas Highway 283 to Knox City, and return over the same route; (44) between Graham, Tex., and Wichita Falls, Tex., serving all intermediate points, and the off-route points of Jean and Loving, Tex.: From Graham over Texas Highway 24 to New Castle, Tex., thence over Texas Highway 251 to Olney, Tex., thence over Texas Highway 79 to Wichita Falls, and return over the same route; (45) serving points in the Fort Worth, Tex., commercial zone, as defined by the Commission, except Fort Worth, as intermediate or off-route points in connection with regular route operations to and from Fort Worth; (46) serving points in the Dallas, Tex., commercial zone, as defined by the Commission, as intermediate or off-route points in connection with regular route operations to and from Dallas. Alternate routes for operating convenience only: (47) Between Throckmorton, Tex., and Seymour, Tex., serving no intermediate points: From Throckmorton over combined U.S. Highways 183 and 283 to Seymour, and return over the same route; (48) between Throckmorton, Tex., and Haskall, Tex., serving no intermediate points: From Throckmorton over Texas Highway 24 to Haskall, and return over the same route; (49) between Dallas, Tex., and Fort Worth, Tex., serving no intermediate points: From Dallas over Texas Highway 183 to Fort Worth, and return over the same route; (50) between junction U.S. Highway 281 and Texas Farm to Market Road 61 (south of Windthorst, Tex.), and Loving, Tex., serving no intermediate points, and serving the termini for purpose of joinder only:

From junction U.S. Highway 281 and Texas Farm to Market Road 61 over Texas Farm to Market Road 61 to Loving and return over the same route; (51) between Loving, Tex., and Graham, Tex., serving no intermediate points, and serving Loving for purpose of joinder only: From Loving over Texas Farm to Market Road 61 to Graham, and return over the same route; (52) between Graham, Tex., and Jacksboro, Tex., serving no intermediate points, and serving Jacksboro for purpose of joinder only: From Graham over Texas Highway 24 to Jacksboro, and return over the same route; Regular routes: (53) Serving U.S. missile launching sites located in Chaves and Lincoln Counties, N. Mex., as off-route points in connection with carrier's regular route operations to, from, or through Roswell, N. Mex.; Restriction: The authority proposed in (53) above to the extent that it authorizes the transportation of classes A and B explosives, shall be limited, in point of time, to a period expiring 5 years after August 28, 1961. (54) Serving U.S. missile launching sites located in Jones, Callahan, Taylor, Nolan, Shackelford, and Runnels Counties, Tex., as off-route points in connection with carrier's regular route operations to, from, or through Abilene, Tex.



Restriction: The authority proposed in (54) above to the extent that it authorized the transportation of classes A and B explosives, shall be limited, in point of time, to a period expiring 5 years after August 28, 1961 (55) serving the site of the Denton Gasoline Plant of the Atlantic Refining Co. located approximately 12 miles northeast of Lovington, N. Mex., as an off-route point in connection with carrier's regular route operations; (56) serving the sites of the Pantex Ordnance Plant and the Amarillo U.S. Army Air Force Base, near Amarillo, Tex., as off-route points in connection with carrier's authorized regular route operations to and from Amarillo, Tex.; (57) service is authorized to and from the U.S. Helium Plant near Soncy, Tex., as an off-route point in connection with carrier's authorized regular route operations restricted to traffic moving to or from points beyond Amarillo, Tex.; (58) serving the site of Training Camp Site No. 2, located approximately 17 miles east of Moriarty, N. Mex., and 2 miles north of U.S. Highway 66, as an off-route point in connection with said carrier's presently authorized regular route operations over U.S. Highway 66, between Albuquerque, N. Mex., and Clines Corner, N. Mex.; (59) serving Dell City, Tex., as an off-route point in connection with carrier's presently authorized regular route operations to and from El Paso, Tex.; (60) serving the site of the gasoline plant of the Warren Petroleum Co. located approximately 20 miles northwest of Lovington, N. Mex., as an off-route point in connection with carrier's authorized regular route operations over New Mexico Highway 83 between Lovington, N. Mex., and Artesia, N. Mex.; (61) between Lubbock, Tex., and Tatum, N. Mex., serving no intermediate points: From Lubbock over U.S. Highway 62 to Brownfield, Tex.

Thence over U.S. Highway 380 to Tatum, and return over the same route; (62) between Lubbock, Tex., and Hobbs, N. Mex., serving no intermediate points, and service is not authorized at the terminal point of Hobbs, N. Mex., except that this route may be tacked at Hobbs with carrier's other authorized routes: From Lubbock over U.S. Highway 62 to Hobbs, and return over the same route. Restriction: The two operations proposed in (61) and (62) above are subject to the following conditions: (a) That carrier shall not transport any traffic over the above-specified routes, and its other authorized routes, between Lubbock, Tex., on one hand, and, on the other, Clovis, N. Mex., and El Paso and Amarillo, Tex., or between Lubbock, Tex., and Hobbs, N. Mex., through Tatum, N. Mex., and (b) carrier shall not operate over the above-specified routes in connection with its authorized routes for the movement of traffic to or from Albuquerque, N. Mex., except for the transportation of traffic that originates at or is destined to Albuquerque, N. Mex.; (63) between Albuquerque, N. Mex., and El Paso, Tex., serving all intermediate points, and the off-route points of Malaga, Red Bluff Dam, and the U.S. Engi-

neer's Project No. 76 located approximately 7 miles southeast of Albuquerque, N. Mex., without restriction, and the off-route point of Cottonwood, N. Mex., restricted against pickup or delivery of livestock, or commodities requiring a State license: From Albuquerque over U.S. Highway 66 to Moriarty, N. Mex., thence over New Mexico Highway 41 to junction U.S. Highway 60, thence over U.S. Highway 60 to Vaughn, N. Mex., thence over U.S. Highway 285 to Carlsbad, N. Mex., and thence over U.S. Highway 62 to El Paso, and return over the same route; (64) between Albuquerque, N. Mex., and Amarillo, Tex., serving all intermediate points, and the off-route point of the U.S. Engineer's Project No. 76, located approximately 7 miles southeast of Albuquerque.

From Albuquerque to Vaughn, N. Mex., as specified immediately above, thence over U.S. Highway 60 via Clovis, N. Mex., to Amarillo, Tex., and return over the same route; (65) between Portales, N. Mex., and Tatum, N. Mex., serving all intermediate points: From Portales over New Mexico Highway 18 to Tatum, and return over the same route; (66) between Roswell, N. Mex., and Clovis, N. Mex., serving all intermediate points: From Roswell over U.S. Highway 70 to Clovis, and return over the same route; (67) between Hobbs, N. Mex., and Carlsbad, N. Mex., serving all intermediate points, and serving the site of the Phillips Petroleum Co. vacuum plant, near Buckeye, N. Mex., as an off-route point, and serving the off-route points in New Mexico east of U.S. Highway 285 and within 25 miles of Carlsbad, N. Mex.: From Hobbs over U.S. Highway 62 to Carlsbad, and return over the same route; (68) between Roswell, N. Mex., and Hobbs, N. Mex., serving all intermediate points, and serving the site of the Phillips Petroleum Co. vacuum plant, near Buckeye, N. Mex., as an off-route point: From Roswell over U.S. Highway 380 to junction New Mexico Highway 18, thence over New Mexico Highway 18 to Hobbs, and return over the same route; (69) between Roswell, N. Mex., and site of the U.S. Air Training School, approximately 5 miles south of Roswell, serving no intermediate points.

From Roswell over unnumbered highway to site of the U.S. Air Training School, approximately 5 miles south of Roswell, and return over the same route; (70) between junction U.S. Highway 66 and New Mexico Highway 41, near Moriarty, N. Mex., and junction U.S. Highways 285 and 60, near Encino, N. Mex.: From junction U.S. Highway 66 and New Mexico Highway 41 over U.S. Highway 66 to Clines Corners, N. Mex., thence over U.S. Highway 285 to junction U.S. Highway 60, and return over the same route; (71) between Lovington, N. Mex., and Artesia, N. Mex., serving no intermediate points: From Lovington over New Mexico Highway 83 to Artesia, and return over the same route; (72) between Plains, Tex., and junction New Mexico Highway 337 and New Mexico Highway 18, as an alternate route for operating convenience only, serving no intermediate points, and with service at

Plains, Tex., for the purpose of joinder only: From Plains over Texas State Road 1077 (337) to the Texas-New Mexico State line, and thence over New Mexico Highway 337 to junction New Mexico Highway 18, and return over the same route. Restriction: The operations proposed in (72) above are subject to any applicable restriction that may be specified above; (73) serving the site of the National Potash Co. plant located approximately 3 miles north of a point on U.S. Highway 62, approximately half way between Hobbs, N. Mex., and Carlsbad, N. Mex., as an off-route point in connection with carrier's regular route operations between Hobbs, N. Mex., and Carlsbad, N. Mex.; (74) serving the site of the King Gasoline Plant of the Cabot Carbon Co., located approximately 9 miles east of McDonald, N. Mex., as an off-route point in connection with carrier's regular route operations; (75) between Amarillo, Tex., and El Paso, Tex., serving no intermediate points except Pastura, N. Mex., and those points between Pastura and Carrizozo, N. Mex. (excluding Carrizozo):

From Amarillo over U.S. Highway 66 to junction U.S. Highway 54, thence over U.S. Highway 54 to El Paso, and return over the same route; Restriction: Carrier shall not transport any traffic over the described portion of U.S. Highway 54 which is moving from, to, or through El Paso, Tex., on the one hand, and, on the other, to, from, or through Albuquerque, N. Mex., in connection with the route described immediately above; (76) between Springer, N. Mex., and Clovis, N. Mex., serving all intermediate points: From Springer over New Mexico Highway 58 to junction New Mexico Highway 39, thence over New Mexico Highway 39 to junction New Mexico Highway 18 (at or near Grady, N. Mex.), thence over New Mexico Highway 18 to Clovis, and return over the same route; (77) between Tucumcari, N. Mex., and Logan, N. Mex., serving all intermediate points: From Tucumcari over U.S. Highway 54 to Logan, and return over the same route; (78) between Tucumcari, N. Mex., and San Jon, N. Mex., serving all intermediate points: From Tucumcari over U.S. Highway 66 to San Jon, and return over the same route. Alternate routes for operating convenience only: (79) Between Roswell, N. Mex., and El Paso, Tex., serving no intermediate points, in connection with regular route operations: From Roswell over U.S. Highway 70 to junction U.S. Highway 54 at Tularosa, N. Mex., thence over U.S. Highway 54 to El Paso, and return over the same route; (80) between Amarillo, Tex., and Clines Corners, N. Mex., serving no intermediate points, but serving Clines Corners for purpose of joinder only, in connection with carrier's authorized regular route operations between Amarillo, Tex., and Albuquerque, N. Mex.:

From Amarillo over U.S. Highway 66 to Clines Corners, and return over the same route. Regular routes: (81) Between Artesia, N. Mex., and Lovington, N. Mex., serving all intermediate points, and all off-route points within 5 miles of the described route: From Artesia over



New Mexico Highway 83 to Lovington, and return over the same route; (82) between junction New Mexico Highway 83 and New Mexico Highway 529 at or near Loco Hills, N. Mex., and junction New Mexico Highway 8 and U.S. Highway 62, approximately 14 miles west of Hobbs, N. Mex., as an alternate route for operating convenience only in connection with carrier's authorized routes, serving no intermediate points: From junction New Mexico Highways 83 and 529, over New Mexico Highway 592 to junction New Mexico Highway 8, thence over New Mexico Highway 8 to junction U.S. Highway 62, and return over the same route. Restriction: The authority proposed in (82) above to the extent that it authorizes the transportation of Classes A and B explosives, shall be limited, in point of time, to a period expiring 5 years after March 18, 1963; (83) between Plainview, Tex., and junction Texas Farm or Ranch Road 400 and U.S. Highways 62 and 82 near Idalou, Tex., serving all intermediate points: From Plainview over Texas Farm or Ranch Road 400 to junction U.S. Highways 62 and 82, near Idalou, and return over the same route. Restrictions: The service proposed in (83) above is subject to the following conditions: (a) the authority granted herein is restricted against the transportation of freight between Amarillo, Tex., on the one hand, and, on the other, Lubbock, Tex.; (b) the authority granted herein, to the extent that it authorizes the transportation of Classes A and B explosives, shall be limited in point of time to a period expiring 5 years after January 11, 1962; (84) serving the site of the El Paso Natural Gas Co. located about 20 miles southwest of Bloomfield, N. Mex., as an off-route point in connection with carrier's regular route operations between Albuquerque, N. Mex., and Farmington, N. Mex.; (85) between Santa Fe, N. Mex., and Chamita, N. Mex. (San Juan Pueblo), serving the intermediate points of Tesuque, Pojoaque, and Espanola, N. Mex.:

From Santa Fe over U.S. Highway 285 to Chamita (San Juan Pueblo), and return over the same route; (86) between Chamita, N. Mex. (San Juan Pueblo) and La Madera, N. Mex., serving all intermediate points, and serving the off-route points of Vallecitos, Petaca, Las Tablas, Canones, Tusas, and Tres Piedras, N. Mex.: From Chamita (San Juan Pueblo) over U.S. Highway 285 to junction New Mexico Highway 111, thence over New Mexico Highway 111 to La Madera, and return over the same route; (87) between Pojoaque, N. Mex., and Otowi, N. Mex., serving all intermediate points: From Pojoaque over New Mexico Highway 4 through San Ildefonso, N. Mex., and over Otowi Bridge to Otowi, and return over the same route; (88) between Espanola, N. Mex., and Los Alamos, N. Mex., serving all intermediate points, and serving the off-route point of White Rock, N. Mex.: From Espanola over unnumbered highway through Otowi, N. Mex., to Los Alamos, and return over the same route; (89) between Ojo Caliente, N. Mex., and Antonito, Colo., serving all intermediate

points and serving the off-route points of Tusas, Canones, Las Tablas, Petaca, and Vallecitos, N. Mex.: From Ojo Caliente over U.S. Highway 285 to Antonito, and return over the same route; (90) serving points in El Paso County, Tex., as off-route points in connection with carrier's regular route operations to and from El Paso, Tex.; (91) between Denver Colo., and Antonito, Colo., as alternate routes for operating convenience only in connection with carrier's regular route operations between Denver, Colo., and Santa Fe, N. Mex., serving no intermediate points, and with no service to or from Antonito: (a) From Denver over U.S. Highway 285 to Antonito, and return over the same route; and (b) from Denver over U.S. Highway 285 to junction Colorado Highway 17.

Thence over Colorado Highway 17 to junction U.S. Highway 285 at Alamosa, Colo., thence over U.S. Highway 285 to Antonito, and return over the same route; (92) between Walsenburg, Colo., and Antonito, Colo., as an alternate route for operating convenience only in connection with carrier's regular route operations between Denver, Colo., and Santa Fe, N. Mex., serving no intermediate points, and with no service to or from Antonito: From Walsenburg over U.S. Highway 160 to junction U.S. Highway 285 at Alamosa, Colo., thence over U.S. Highway 285 to Antonito, and return over the same route. Alternate routes for operating convenience only: (93) Between Walsenburg, Colo., and Cortez, Colo., in connection with carrier's authorized regular route operations, serving no intermediate points: From Walsenburg over U.S. Highway 160 to Cortez, and return over the same route; (94) between Cortez, Colo., and junction of U.S. Highways 66 and 89, located approximately 4 miles east of Flagstaff, Ariz., in connection with carrier's authorized regular route operations, serving no intermediate points: From Cortez over U.S. Highway 666 to junction Navajo Trail Route No. 1, thence over Navajo Trail Route No. 1, via Mexican Water, Kayenta, and Tuba City, Ariz., to junction U.S. Highway 89, located approximately 15 miles north of Cameron, Ariz., thence over U.S. Highway 89 to junction U.S. Highway 66, and return over the same route; (95) between Denver, Colo., and junction of U.S. Highway 160 and Colorado Highway 112, at Del Norte, Colo., in connection with carrier's authorized regular route operations, serving no intermediate points, but serving junction U.S. Highway 160 and Colorado Highway 112 for the purpose of joinder only:

From Denver over U.S. Highway 285 to junction Colorado Highway 112, located approximately 12 miles north of Monte Vista, Colo., thence over Colorado Highway 112 to junction U.S. Highway 160, and return over the same route; (96) between junction U.S. Highway 285 and Colorado Highway 112, located approximately 23 miles south of Saguache, Colo., and junction U.S. Highways 285 and 160, at Monte Vista, Colo., in connection with carrier's authorized regular route operations, serving no intermediate points,

but serving the junction of U.S. Highway 285 and Colorado Highway 112 and the junction of U.S. Highways 285 and 160 for the purpose of joinder only: From junction U.S. Highway 285 and Colorado Highway 112, located approximately 23 miles south of Saguache, Colo., over U.S. Highway 285 to junction U.S. Highway 160 at Monte Vista, Colo., and return over the same route; Restriction: The authority proposed in (93) to (96) inclusive is restricted to traffic moving to or from Denver and Walsenburg, Colo., and points beyond Denver and Walsenburg, on the one hand, and, on the other, to or from Flagstaff, Ariz., and points beyond Flagstaff. Regular routes: (97) Between Espanola, N. Mex., and junction New Mexico Highway 3 and the Colorado-New Mexico State line, serving all intermediate points and the off-route points of Dixon and Red River, N. Mex., and the Molybdenum Corp. of America Mine located near Red River, N. Mex.: (a) From Espanola over U.S. Highway 64 to Taos, N. Mex.

Thence over New Mexico Highway 3 to the Colorado-New Mexico State line, and return over the same route; (b) from junction New Mexico Highway 3 and the Colorado-New Mexico State line to Walsenburg, Colo., serving no intermediate points; (c) from junction New Mexico Highway 3 and the Colorado-New Mexico State line over Colorado Highway 159 to Fort Garland, Colo., thence over U.S. Highway 160 to Walsenburg, and return over the same route; Restriction: The operations proposed in (97) above are restricted in each instance against the transportation of traffic originating at Denver, Colo., destined to Taos, N. Mex., and of traffic originating at Taos, N. Mex., and destined to Denver, Colo.; with service southbound from points in Colorado to points on New Mexico Highway 3 between Taos and Costilla, N. Mex., to points on U.S. Highway 64 between Espanola and Taos, N. Mex.; and the off-route points of Dixon and Red River, N. Mex., and the Molybdenum Corp. of America Mine near Red River, N. Mex., restricted to movements via Santa Fe, N. Mex. Alternate routes for operating convenience only: (98) Between junction U.S. Highways 160 and 550, located approximately 5 miles southeast of Durango, Colo., and Aztec, N. Mex., in connection with carrier's authorized regular route operations, serving no intermediate points, and serving the termini for purpose of joinder only: From junction U.S. Highways 160 and 550, located approximately 5 miles southeast of Durango, Colo., over U.S. Highway 550 to Aztec, and return over the same route; (99) between Shiprock, N. Mex., and Carrizo (Teec Nos Pos), Ariz., in connection with carrier's authorized regular route operations, serving no intermediate points, and serving the termini for purpose of joinder only:

From Shiprock over New Mexico Highway 504, to the New Mexico-Arizona State line, thence over unnumbered highway to Carrizo (Teec Nos Pos), and return over the same route; Restriction: The authority proposed in (98) and (99) above is restricted to the transportation



of traffic moving between Denver and Walsenburg, Colo., and points beyond those two points, on the one hand, and, on the other, Flagstaff, Ariz., and points beyond Flagstaff. (100) Between Canyon, Tex., and Plainview, Tex., serving no intermediate points: From Canyon over U.S. Highway 87 to Plainview, and return over the same route; Regular routes: (101) Between Moriarty, N. Mex., and Tucumcari, N. Mex., serving all intermediate points: From Moriarty, over U.S. Highway 66 to Tucumcari, and return over the same route; (102) serving Domingo, N. Mex., as an off-route point in connection with carrier's authorized regular route operations; Alternate routes for operating convenience only: (103) Between junction U.S. Highways 85 and 285 approximately 10 miles south of Santa Fe, N. Mex., and Clines Corners, N. Mex., in connection with carrier's presently authorized regular-route operations, serving no intermediate points: From junction U.S. Highways 85 and 285 approximately 10 miles south of Santa Fe, N. Mex., over U.S. Highway 285 to Clines Corners, and return over the same route.

Restriction: The authority proposed in (103) above is restricted against the handling of traffic moving to, from or through El Paso, Tex., (104) between Lubbock, Tex., and Farwell, Tex., in connection with carrier's presently authorized regular route operations, serving no intermediate points but serving Muleshoe, Tex., for purposes of joinder only: From Lubbock over U.S. Highway 84 to Farwell, and return over the same route; and, (105) between Plainview, Tex., and Muleshoe, Tex., in connection with carrier's presently authorized regular route operations, serving no intermediate points but serving Muleshoe, Tex., for purpose of joinder only: From Plainview over U.S. Highway 70 to Muleshoe, and return over the same route. NOTE: Applicant states that the purpose of this application is to delete the phrase "articles of unusual value" from all existing authority, and substitute in lieu thereof, the phrase "those commodities the transportation of which the shipper requires carrier to furnish armed guards or armored equipment." If a hearing is deemed necessary, applicant requests that it be held at Denver, Colo.

No. MC 50069 (Sub-No. 345), filed March 14, 1966. Applicant: REFINERS TRANSPORT & TERMINAL CORPORATION, 930 North York Road, Hinsdale, Ill., 60521. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from the plant-site of the Cordova Industrial Park, located at or near Cordova, Ill., in Rock Island County, Ill., to points in Minnesota, Wisconsin, Iowa, Illinois, Missouri, Indiana, Michigan, and Ohio. NOTE: Common control and dual operations may be involved. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 50069 (Sub-No. 346), filed March 18, 1966. Applicant: REFINERS TRANSPORT & TERMINAL CORPO-

RATION, 930 North York Road, Hinsdale, Ill., 60521. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal tar products*, in bulk, in tank or hopper type vehicles, from Cleveland and Ironton, Ohio, to points in Illinois, Indiana, Michigan, New York, Ohio, Pennsylvania, and West Virginia. NOTE: Dual operations and common control may be involved. If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 50069 (Sub-No. 347), filed March 18, 1966. Applicant: REFINERS TRANSPORT & TERMINAL CORPORATION, 930 North York Road, Hinsdale, Ill., 60521. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from Helena, Ark., to points in Illinois, Kentucky, Missouri, Tennessee, and Indiana. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 50069 (Sub-No. 348), filed March 18, 1966. Applicant: REFINERS TRANSPORT & TERMINAL CORPORATION, 930 North York Road, Hinsdale, Ill. 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 points in Kansas to points in Kentucky and points in Alexander, Clinton, Franklin, Gallatin, Hamilton, Jackson, Jefferson, Johnson, Madison, Marion, Massac, Monroe, Perry, Pope, Pulaski, Randolph, St. Clair, Saline, Union, Washington, White, and Williamson Counties, Ill. NOTE: Dual operations and common control may be involved. If a hearing is deemed necessary, applicant does not specify a place of hearing.

No. MC 51146 (Sub-No. 37), filed March 21, 1966. Applicant: SCHNEIDER TRANSPORT & STORAGE, INC., 817 McDonald Street, Green Bay, Wis. 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: *Foodstuffs*, from points in Brown and Oconto Counties, Wis., to points in Connecticut, Delaware, Kentucky, Maryland, Massachusetts, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, 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 52110 (Sub-No. 95), filed March 22, 1966. Applicant: BRADY MOTOR-FRATE, INC., 1223 Sixth Avenue, Des Moines, Iowa, 50314. Applicant's representative: Homer E. Bradshaw, Fifth Floor, Central National Building, Des Moines, Iowa, 50309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products, dairy products and articles distributed by meat packinghouses*, as described in sections A, B, and C of ap-

pendix 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 the George A. Hormel & Co., at or near Bureau, Ill., to points in Minnesota, Iowa, Missouri, Indiana, Ohio, Michigan, and Kentucky, restricted to traffic originating at the plant-site of the George 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 52709 (Sub-No. 283), filed March 21, 1966. Applicant: RINGSBY TRUCK LINES, INC., 3201 Ringsby Court, Denver, Colo., 80216. Applicant's representative: Alvin J. Meiklejohn, Jr., 420 Denver Club Building, Denver, Colo., 80202. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, between Guernsey, Wyo., and Sunrise, Wyo., as follows: From Guernsey, over unnumbered highway to Hartville, Wyo., thence over unnumbered highway to Sunrise, and return over the same route, serving all intermediate points. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 55236 (Sub-No. 126), filed March 10, 1966. Applicant: OLSON TRANSPORTATION COMPANY, a corporation, 1970 South Broadway, Post Office Box 1187, Green Bay, Wis., 54304. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal and poultry feed and feed ingredients*, in bulk, in tank, or hopper type vehicles, from Chicago and Chicago Heights, Ill., to points in Illinois, Indiana, Iowa, Minnesota, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 55811 (Sub-No. 87), filed March 21, 1966. Applicant: CRAIG TRUCKING, INC., Albany, Ind. Applicant's representative: Ferdinand Born, 601 Chamber of Commerce Building, Indianapolis, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Metal containers*, from Rossford, Ohio, to points in Illinois, Indiana, and Michigan, and *rejected or refused shipments*, on return. NOTE: If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich., or Toledo, Ohio.

No. MC 55896 (Sub-No. 23), filed March 17, 1966. Applicant: R. W. EXPRESS, INC., 4840 Wyoming Avenue, Dearborn, Mich. Applicant's representative: Rex Eames, 1800 Buhl Building, Detroit, Mich., 48226. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Clay*, in containers, from points in Pulaski County, Ill., to points in Illinois, Indiana, Michigan, and Ohio. NOTE: If a hearing is deemed necessary, applicant requests it be held at Winona, Minn.

No. MC 56679 (Sub-No. 17), filed March 4, 1966. Applicant: BROWN TRANSPORT CORP., 1057 Ridge Avenue SW., Atlanta, Ga., 30315. Applicant's representative: R. J. Reynolds, Jr., Suite 403-11 Healey Building, Atlanta,



Ga., 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, and except dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment), from the plantsite of Beaunit Mills, located at or near Etowah, Tenn., to points in Georgia. NOTE: Applicant states that no duplicating authority is sought. If a hearing is deemed necessary, applicant requests that it be held at Atlanta, Ga.

No. MC 57591 (Sub-No. 10), filed March 14, 1966. Applicant: ALBERT L. EVANS, doing business as EVANS DELIVERY COMPANY, Post Office Box 268, Pottsville, Pa. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J., 07306. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper, paper products, and equipment, materials and supplies used in the manufacture and processing of paper* (except commodities in bulk, in tank vehicles, and those requiring special equipment), between Riegelsville, N.J., on the one hand, and, on the other, points in Pennsylvania. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 59014 (Sub-No. 37), filed March 14, 1966. Applicant: TALLANT TRANSFER, INC., 1341 Second 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*, from points in Mitchell County, N.C., to points in Georgia, Iowa, Maryland, Michigan, Missouri, Omaha, Nebr., commercial zone, Minneapolis-St. Paul, Minn., commercial zone, South Carolina, Virginia, and Wisconsin, and *damaged, defective, returned or rejected shipments*, on return. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Charlotte, N.C.

No. MC 59014 (Sub-No. 38), filed March 14, 1966. Applicant: TALLANT TRANSFER, INC., 1341 Second 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*, from Mitchell County, N.C., to points in Alabama, Arkansas, Connecticut, Delaware, Florida, Illinois, Louisiana, Massachusetts, Mississippi, that portion of New York on west and south of a line beginning at Oswego, N.Y., and extending along New York Highway 57 to Syracuse, N.Y., thence along New York Highway 5 to Schenectady, N.Y., and thence along New York Highway 7 to the New York-Vermont State line, Rhode Island and Tennessee, and *damaged, defective, re-*

*turned or rejected shipments*, on return. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Charlotte, N.C.

No. MC 59868 (Sub-No. 2), filed March 17, 1966. Applicant: CARGO DISTRIBUTION CORPORATION, 309 West 37th Street, New York, N.Y. Applicant's representative: A. David Millner, 1060 Broad Street, Newark, N.J., 07102. 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, livestock, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between points in Nassau County, N.Y., on the one hand, and, on the other, points in Suffolk County, N.Y. NOTE: If a hearing is deemed necessary, applicant requests that it be held at New York, N.Y., or Washington, D.C.

No. MC 64932 (Sub-No. 409), filed March 2, 1966. Applicant: ROGERS CARTAGE CO., a corporation, 1439 West 103d Street, Chicago, Ill. Applicant's representative: David Axelrod, 39 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in tank vehicles, from Joliet, Ill., to points in Georgia, New York, Oklahoma, Pennsylvania, Texas (except Harris County), and West Virginia. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Chicago, Ill.

No. MC 69833 (Sub-No. 82), filed March 21, 1966. Applicant: ASSOCIATED TRUCK LINES, INC., 15 Andre Street SE., Grand Rapids, Mich. Applicant's representative: Walter N. Bieneman, Suite 1700, 1 Woodward Avenue, Detroit, Mich., 48226. 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 requiring special equipment, and those injurious or contaminating to other lading), serving all intermediate points on carrier's presently authorized route between Lansing, Mich., and Detroit, Mich., as follows: From Lansing over Michigan Highway 43 (formerly U.S. Highway 16) via Williamston, Mich., to junction unnumbered highway (formerly U.S. Highway 16), thence over unnumbered highway via Webberville and Fowlerville, Mich., to Howell, Mich., thence over Business Interstate Highway 96 (formerly U.S. Highway 16) to junction Interstate Highway 96 (formerly U.S. Highway 16), thence over Interstate Highway 96 to junction Business Interstate Highway 96 (formerly U.S. Highway 16), thence over Business Interstate Highway 16 to Detroit, and return over the same route. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Lansing, Mich.

No. MC 73165 (Sub-No. 221), filed March 11, 1966. Applicant: EAGLE

MOTOR LINES, INC., 830 North 33d Street, Post Office Box 1348, 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: *Pipe, conduit, tubing, and fittings and connections*, from Fairbury, Ill., to points in Alabama, Arkansas, Georgia, Florida, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, and Texas. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Chicago, Ill.

No. MC 73165 (Sub-No. 222), filed March 14, 1966. Applicant: EAGLE MOTOR LINES, INC., 830 North 33d Street, Post Office Box 1348, 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: *Gypsum, gypsum products, and building materials* (except liquid commodities in bulk), between the plantsites and warehouses of National Gypsum Co., Westwego, La., United States Gypsum Co., New Orleans, La., Georgia-Pacific Corp.-Bestwall Gypsum Division, New Orleans, La., and points in Mississippi, Alabama, and those in Florida on and west of U.S. Highway 319. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Birmingham, Ala.

No. MC 74718 (Sub-No. 13), filed March 22, 1966. Applicant: ADKINS CARGO EXPRESS, INC., 2130 South Avenue, La Crosse, Wis. Applicant's representative: Drew L. Carraway, Suite 618, Perpetual Building, 1111 E Street NW., Washington, D.C., 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, livestock, used household goods and commodities in bulk), between Nashville, Tenn., and Atlanta, Ga.; (a) from Nashville over U.S. Highway 41 to Atlanta, and return over the same route, serving those intermediate and off-route points located in Davidson County, Tenn., and (b) from Nashville over Interstate Highway 24 to junction Interstate Highway 75, and thence over Interstate Highway 75 to Atlanta, and return over the same route, serving those intermediate and off-route points located in Davidson County, Tenn. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Nashville, Tenn., and Atlanta, Ga.

No. MC 75320 (Sub-No. 125), filed March 14, 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. 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 the junction



of U.S. Highway 61 (Interstate Highway 55) and U.S. Highway 64 at or near Marion, Ark., and junction U.S. Highways 64 and 65 at or near Conway, Ark.: From junction U.S. Highway 61 (Interstate Highway 55), and U.S. Highway 64 at or near Marion thence over U.S. Highway 64 to junction U.S. Highways 64 and 65 at or near Conway, and return over the same route, serving no intermediate points and serving junction U.S. Highways 64 and 65 for purposes of joinder only, and as an alternate route for operating convenience only. NOTE: If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss.

No. MC 75406 (Sub-No. 27), filed March 17, 1966. Applicant: SUPERIOR FORWARDING COMPANY, INC., 2600 South Fourth Street, St. Louis, Mo. Applicant's representative: B. W. LaTourette, Jr., Suite 1230 Boatmen's Bank Building, St. Louis, Mo., 63102. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities, including classes A and B explosives* (except commodities of unusual value, and except livestock, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), serving the plantsite of Hussmann Refrigerator Co., located at St. Charles Rock Road and Taussig Road, Bridgeton, St. Louis County, Mo., as an off-route point in connection with applicant's presently authorized regular route operations. NOTE: Applicant states that Hussmann Refrigerator Co. is in the process of relocating its plant and facilities from within the city of St. Louis, Mo., to the above plantsite and has requested carriers presently serving it in St. Louis, Mo., to request authority as above so as to be able to continue service at its new facility. NOTE: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 76032 (Sub-No. 207), filed March 8, 1966. Applicant: NAVAJO FREIGHT LINES, INC., 1205 South Platte River Drive, Denver, Colo., 80223. Applicant's representative: Ken Wolford (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, livestock, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, not including those requiring refrigeration, and those injurious or contaminating to other lading), between Denver, Colo., and Gallup, N. Mex., as follows: From Denver over U.S. Highway 285 to junction Colorado Highway 112, located approximately 12 miles north of Monte Vista, Colo., thence over Colorado Highway 112 to junction U.S. Highway 160 at or near Del Norte, Colo., thence over U.S. Highway 160 to junction U.S. Highway 666 at or near Cortez, Colo., thence over U.S. Highway 666 to Gallup, and return over the same route, as an alternate route in connection with applicant's regular route operations, serving no intermediate or

off-route points. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Denver, Colo.

No. MC 76266 (Sub-No. 111), filed March 21, 1966. Applicant: ADMIRAL-MERCHANTS MOTOR FREIGHT, INC., 2625 Territorial Road, St. Paul, Minn. 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 or those injurious or contaminating to other lading), between Cedar Rapids, Iowa, to Carroll, Iowa, over U.S. Highway 30, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only with service at Carroll, Iowa, for purposes of joinder only. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests that it be held at Minneapolis, Minn.

No. MC 76436 (Sub-No. 29), filed March 14, 1966. Applicant: SKAGGS TRANSFER, INC., 2400 Ralph Avenue, Louisville, Ky. Applicant's representative: Rudy Yessin, Sixth Floor, McClure Building, Frankfort, Ky., 40601. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except household goods as defined by the Commission, articles of unusual value, commodities in bulk, commodities injurious or contaminating to other lading, and commodities which require special equipment), between Elkton, Ky., and junction U.S. Highway 41 and Kentucky Highway 181: From Elkton, over Kentucky Highway 181 to junction U.S. Highway 41, and return over the same route, serving no intermediate points, and serving junction U.S. Highway 41 and Kentucky Highway 181 for purpose of joinder only. NOTE: If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky.

No. MC 78711 (Sub-No. 4), filed March 14, 1966. Applicant: ROBERT SCHREIBER, doing business as SCHREIBER TRUCKING, 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 vehicles, between Chicago, Ill., on the one hand, and, on the other, points in Indiana, on and north of U.S. Highway 40 and points in Michigan south of U.S. Highway 94 and west of U.S. Highway 131, and points in Wisconsin on and south and east of Wisconsin Highway 15. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Chicago, Ill.

No. MC 81412 (Sub-No. 30), filed March 14, 1966. Applicant: VALLEY TRANSFER & STORAGE COMPANY, INC., Post Office Box 1126, Allentown, Pa. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J., 07306. Authority sought to operate as a *common carrier*, by motor vehicle,

over irregular routes, transporting: *Foodstuffs* (except commodities in bulk, in tank vehicles), between Allentown, Pa., and Wilkes-Barre, Scranton, and Altoona, Pa., restricted to traffic having a subsequent or prior movement by other common carriers. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 83539 (Sub-No. 174), filed March 14, 1966. 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., 73102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wrought iron conduit, including couplings or fittings when moving in connection therewith*, from Gilmer, Tex., to points in Alabama, Colorado, Georgia, Illinois, Indiana, Kansas, Kentucky, Mississippi, Missouri, New Mexico, and Tennessee. NOTE: Applicant states it presently is authorized to serve from this origin to points in the States of Texas, Arkansas, Louisiana, and Oklahoma, which border the States here involved. This authority is contained in certificate No. MC 83539, Sub 106. Applicant holds no authority that will tack with the authority here sought. If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 92983 (Sub-No. 502), filed March 17, 1966. Applicant: ELDON MILLER, INC., 531 Walnut Street, Post Office Drawer 617, Kansas City, Mo., 64141. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids and chemicals*, in bulk, from Pomeroy, Kans., to points in Colorado, Kansas, Missouri, and Oklahoma. NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 92983 (Sub-No. 503), filed March 14, 1966. Applicant: ELDON MILLER, INC., 531 Walnut Street, Post Office Drawer 617, Kansas City, Mo., 64141. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sugars and syrups*, in bulk, from points in Louisiana, to points in Arkansas, Kansas, and Missouri. NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 92983 (Sub-No. 504), filed March 18, 1966. Applicant: ELDON MILLER, INC., Post Office Drawer 617, Kansas City, Mo., 64141. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Feed and feed ingredients*, in bulk, between points in Kansas, Nebraska, Oklahoma, and South Dakota. NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 93649 (Sub-No. 17), filed March 16, 1966. Applicant: GAINES MOTOR LINES, INC., 1816 Ninth Avenue Drive NE., Post Office Box 1549, Hickory, N.C. Applicant's representative: John R. Sims, Jr., 1750 Pennsylvania Avenue



NW., Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture*, crated and uncrated, from Maiden, N.C., and points in North Carolina and South Carolina within 45 miles thereof, and from points in Buncombe County, N.C., to points in Alabama, Arkansas, Louisiana, and Mississippi. NOTE: If a hearing is deemed necessary, applicant requests it be held at Charlotte, N.C.

No. MC 94265 (Sub-No. 171), filed March 21, 1966. Applicant: BONNEY MOTOR EXPRESS, INC., Post Office Box 12388, Thomas Corner Station, Norfolk, Va. Applicant's representative: E. Stephen Heisley, 529 Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned goods*, from Fruitland, Md., and points in Sussex County, Del., to points in Tennessee and Arkansas. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 94265 (Sub-No. 172), filed March 18, 1966. Applicant: BONNEY MOTOR EXPRESS, INC., Post Office Box 12388, Thomas Corner Station, Norfolk, Va. Applicant's representative: E. Stephen Heisley, 529 Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, between Baltimore, Md., and points in Atlantic and Cumberland Counties, N.J., on the one hand, and, on the other, points in Virginia, West Virginia, North Carolina, South Carolina, Ohio, and Kentucky. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 95473 (Sub-No. 14), filed March 17, 1966. Applicant: H. A. DAUB, INC., Reinerton, Pa. Applicant's representative: Christian V. Graf, 407 North Front Street, Harrisburg, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Stone*, in bulk, from Texas, Md., to Reading, Pa. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 95540 (Sub-No. 668), filed March 24, 1966. Applicant: WATKINS MOTOR LINES, INC., Albany Highway, Post Office Box 828, Thomasville, Ga. Applicant's representative: Jack M. Holloway (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Juices, beverages, or drinks* (other than citrus) not requiring refrigeration, and *canned citrus products*, from points in Florida, to points in Arkansas, Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, Oklahoma, South Dakota, and Wisconsin. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Tampa, Fla.

No. MC 96324 (Sub-No. 9), filed March 14, 1966. Applicant: GENERAL DELIVERY, INC., 1822 Morgantown Ave-

nue, Fairmont, W. Va. Applicant's representative: D. L. Bennett, 213 First National Bank Building, Wheeling, W. Va. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Fiberboard boxes and sheets*, from Grafton, W. Va., to points in Maryland, Ohio, Pennsylvania, Tennessee, and Virginia; and (2) *fiberboard and/or paper*, in rolls, from points in Maryland, Ohio, Pennsylvania, Tennessee, and Virginia, to Grafton, W. Va. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Pittsburgh, Pa., or Charleston, W. Va.

No. MC 97357 (Sub-No. 14), filed March 14, 1966. Applicant: ALLYN TRANSPORTATION COMPANY, a corporation, 14011 South Central Avenue, Los Angeles, Calif., 90059. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sulphuric acid*, in bulk, in tank vehicles, between points in Los Angeles County, Calif., and the port of entry on the international boundary line between the United States and the Republic of Mexico, located at or near Calexico, Calif. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Los Angeles, Calif.

No. MC 98154 (Sub-No. 3), filed March 14, 1966. Applicant: BRUCE CARTAGE, INCORPORATED, 3460 East Washington Road, Saginaw, Mich. Applicant's representative: William D. Parsley, 117 West Allegan Street, Union Savings & Loan Building, Lansing, Mich., 48933. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Merchandise sold at retail and retail samples and advertising material and products of Avon Products, Inc.*, between Grand Rapids and Lansing, Mich., and points in Michigan. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests that it be held at Lansing, Mich.

No. MC 99351 (Sub-No. 3), filed March 21, 1966. Applicant: HOWARD FLORA, 1051 East Second Street, Maysville, Ky. Applicant's representative: George M. Catlett, Suite 703-706, McClure Building, Frankfort, Ky., 40601. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except classes A and B explosives and household goods as defined by the Commission), between Maysville, Mason County, Ky., and Vanceburg, Lewis County, Ky.: From Maysville over Kentucky Highway 10 to Vanceburg, Ky., and return over the same route, serving all intermediate points. NOTE: If a hearing is deemed necessary, applicant requests it be held at Frankfort, Ky.

No. MC 99780 (Sub-No. 5) (Amendment), filed February 14, 1966, published FEDERAL REGISTER issue of March 10, 1966, amended March 21, 1966, and republished as amended this issue. 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 packinghouse 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, Ohio, and to Iowa on and east of U.S. Highway 69. NOTE: The purpose of this republication is to broaden the destination point. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 99798 (Sub-No. 10), filed March 14, 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 irregular 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), between points in Meramec, Courtois, Osage, and Union townships, Crawford County, Mo.; points in Dent, Kaolin, Iron, and Arcadia townships, Iron County, Mo.; points in Concord, Bellevue, Belgrade, Harmony, Breton, and Walton townships, Washington County, Mo.; points in Dent County, Mo., on and east of Missouri Highway 19 and points in Reynolds County, Mo., on and north of Reynolds County Highway "K", on the one hand, and, on the other, St. Louis, Kansas City, Springfield, West Plains, and Joplin, Mo. NOTE: Applicant proposes to interline traffic at St. Louis, Kansas City, Springfield, West Plains, and Joplin, Mo. If a hearing is deemed necessary, applicant requests that it be held at St. Louis, Mo.

No. MC 101010 (Sub-No. 18), filed March 21, 1966. Applicant: ERIE-LACKAWANNA RAILROAD COMPANY, a corporation, 101 Prospect Avenue NW., Cleveland, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except commodities requiring special equipment, classes A and B explosives, commodities in bulk, household goods as defined by the Commission, and commodities of unusual value), (1) between Meadville and Corry, Pa.: From Meadville over U.S. Highway 6 to Corry, and return over the same route, serving the intermediate points of Union City, Cambridge Springs, Venango, and Saegertown, Pa., (2) between Meadville and Oil City, Pa.: From Meadville over U.S. Highway 322 to Franklin, Pa., thence over U.S. Highway 62 to Oil City, and return over the same route, serving the intermediate points of Cochran, Franklin, and Reno, Pa., (3) between Meadville and Sharon, Pa.: From Meadville over U.S. Highway 322 to Jamestown, Pa., thence over Pennsylvania Highway 58 to Greenville, Pa., thence over Pennsylvania Highway 13 to junction Pennsylvania Highway 518, thence over Pennsylvania Highway 518



to Sharon, and return over the same route, serving the intermediate points of Greenville, Clark, Shenango, and Sharpsville, Pa., also serving the off-route points of Buchanan, Geneva, Stoney Point, Atlantic, Amasa, Transfer, Pymatuning, Ferrona, and Orangeville, Pa., (4) between Sharon and New Castle, Pa.: From Sharon over Pennsylvania Highway 518 southeast to junction Pennsylvania Highway 18, thence over Pennsylvania Highway 18 to New Castle, and return over the same route, serving the intermediate point of West Middlesex, Pa., also serving the off-route points of Farrell, Wheatland, Pulaski, and Nashua, Pa. NOTE: Applicant states the proposed service is substituted motor-for-rail service which is auxiliary to or supplemental of applicant's rail service, and restricted so that applicant will not serve any point not a station on its rail line, and that the shipments transported shall be limited to those which it receives from or delivers to its rail line under a through bill of lading covering an immediately prior or immediately subsequent movement by rail. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Meadville, Pa.

No. MC 103880 (Sub-No. 360) (Amendment), filed March 7, 1966, published in FEDERAL REGISTER issue of March 25, 1966, and republished as amended, this issue. Applicant: PRODUCERS TRANSPORT, INC., 215 East Waterloo Road, Akron, Ohio. Applicant's representative: David Axelrod, 39 South LaSalle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Varnish*, in bulk, in tank vehicles, from Grant Rapids, Mich., to points in New York. NOTE: The purpose of this republication is to more clearly define the destination territory. If a hearing is deemed necessary, applicant requests that it be held at Chicago, Ill.

No. MC 103880 (Sub-No. 361), filed March 14, 1966. Applicant: PRODUCERS TRANSPORT, INC., 215 East Waterloo Road, Akron, Ohio. 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: *Paint, enamel, lacquer, and varnish*, in bulk, in tank vehicles, from Flint, Mich., to Norwood, Ohio. NOTE: If a hearing is deemed necessary, applicant requests it be held at Akron, Ohio.

No. MC 103880 (Sub-No. 362), filed March 16, 1966. Applicant: PRODUCERS TRANSPORT, INC., 215 East Waterloo Road, Akron, Ohio. 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: *Liquid chemicals*, in bulk, in tank vehicles, from Weston, Mich., and points in Raisin Township, Lenawee County, Mich., to points in Illinois, Indiana, Missouri, Ohio, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Chicago, Ill.

No. MC 103993 (Sub-No. 245), filed March 9, 1966. Applicant: MORGAN-DRIVE AWAY, INC., 2800 West Lexington Avenue, Elkhart, Ind., 46515. Applicant's representative: John E. Lesow, 3737 North Meridian Street, Indianapolis 8, Ind. 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 Sauk County and Kenosha County, Wis., to points in the United States, including Alaska, but excluding Hawaii. NOTE: If a hearing is deemed necessary, applicant requests it be held at Madison, Wis.

No. MC 103993 (Sub-No. 246), filed March 9, 1966. Applicant: MORGAN-DRIVE-AWAY, INC., 2800 West Lexington Avenue, Elkhart, Ind. Applicant's representative: John E. Lesow, 3737 North Meridian Street, Indianapolis, 8, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers*, designed to be drawn by passenger automobiles, in initial movements, in truckaway service, from points in Carteret County, N.C., to points in the United States, including Alaska, but excluding Hawaii. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Raleigh, N.C.

No. MC 106297 (Sub-No. 44), filed March 9, 1966. Applicant: MID-STATES TRAILER TRANSPORT, INC., Post Office Box 243, Oak Glenn Station, Lansing, Ill., 60438. Applicant's representative: Joseph M. Scanlan, 111 West Washington Street, Chicago, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Trailers* designed to be drawn by passenger automobile, in initial movement, in driveaway or truckaway service, and (2) *truck type campers*, in initial movement, in driveaway or truckaway service, from points in Du Page County, Ill., to points in the United States, including Alaska, but excluding Hawaii. NOTE: If a hearing is deemed necessary, applicant requests it be held at Madison, Wis.

No. MC 106398 (Sub-No. 327), filed March 7, 1966. Applicant: NATIONAL TRAILER CONVOY, INC., 1925 National Plaza, Tulsa, Okla. Applicant's representative: Leonard A. Jaskiewicz, Madison Building, 1155 15th Street NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (A) *Buildings* in sections when transported on wheeled undercarriages equipped with hitchball connector, in initial movements, in truckaway service, (1) from points in Alabama to points in the United States, except Mount Clemens, Detroit, and Flint, Mich., and Hawaii; (2) between points in Alaska, on the one hand, and, on the other, points in the United States, except Alaska and Hawaii; (3) from Anchorage and Seward, Alaska, to points in Alaska; (4) from points in Arizona to points in the United States, except California and Hawaii; (5) from the site of the Villa Mobile Homes Manufacturing Corp. plant

at Camden, Ark., to points in the United States, except Hawaii; (6) from Cucamonga, Cyprus, and Santa Clara, Calif., to points in Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming; (7) from Anaheim, Calif., to points in the United States, except Hawaii; (8) from points in Los Angeles County, Calif., La Habra and Costa Mesa, in Orange County, Calif., and points in Riverside County, Calif., within 4 miles of Mira Loma but not including Riverside, Calif., to points in the United States, except those in Maine, Massachusetts, New Hampshire, Vermont, Connecticut, and Rhode Island, and Hawaii.

(9) From Loveland, Colo., to points in the United States, except Hawaii; (10) from the plantsite of Mercury Coach Corp. at or near La Junta, Colo., to points in the United States, except Hawaii; (11) from Denver, Colo., to points in the United States, except Hawaii; (12) from Flagler, Colo., to points in the United States, except Hawaii; (13) from points in Morgan County, Colo., to points in the United States, except Hawaii; (14) from points in Florida, except Boca Raton, Jasper, and Ocala, to points in the United States, except Hawaii; (15) from Boca Raton, Jasper, and Ocala, Fla., to points in the United States, except Mount Clemens, Detroit, and Flint, Mich., and Hawaii; (16) from points in Georgia to points in the United States, except Mount Clemens, Detroit, and Flint, Mich., and Hawaii; (17) from East Point, Macon, Waynesboro, Thomson, Wadley, Soperton, and Warrenton, and the plantsite of Casa Manana Corp. near Waycross, Ga., to Mount Clemens, Detroit, and Flint, Mich.; (18) from points in Idaho to points in the United States, except Hawaii; (19) from Chicago, Galva, Momence, Aurora, and points within 10 miles of Aurora, the plantsite of Stanley Mobile Homes at or near Dixon, Ill., to points in the United States, except Hawaii; (20) from East St. Louis, Ill., to points in the United States east of the western boundaries of Minnesota, Iowa, Missouri, Arkansas, and Louisiana; (21) from points in Indiana, except Bourbon, Ind., to points in the United States, except Hawaii; (22) from Burlington and Guttenberg, Iowa, to points in the United States, except Mount Clemens, Detroit, and Flint, Mich., and Hawaii.

(23) From points in Kansas, except Augusta, Coffeyville, Great Bend, Hutchinson, Arkansas City, and Wichita, Kans., to points in the United States, except Hawaii; (24) from Wichita, Kans., to points in the United States, except those in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, and Hawaii; (25) from Coffeyville, Kans., to points in the United States, except Oregon, Washington, California, and Hawaii; (26) from Great Bend and Hutchinson, Kans., to points in the United States, except Mount Clemens, Detroit, and Flint, Mich., and Hawaii; (27) from Middlesboro, Ky., to points in the United States, except Hawaii; (28) from Shreveport and East Carroll Parish, La., to points in the United States, except



Hawaii; (29) from points in Rapides Parish, La., to points in Arkansas, Mississippi, and Texas; (30) from Rockville and points within 2 miles of Rockville, Baltimore and Elkton, Md., and points within 5 miles thereof, to points in the United States, except Hawaii; (31) from Wakefield, Mass., to points in the United States, except Mount Clemens, Detroit, and Flint, Mich., and Hawaii; (32) from points in Michigan, to points in the United States, except Hawaii; (33) from St. Paul, New Richland, Red Lake Falls, and Park Rapids, Minn., to points in the United States, except Hawaii; (34) from points in Missouri to points in the United States, except Hawaii;

(35) From points in Flathead County, Mont., to points in Washington, Oregon, California, Nevada, Idaho, Utah, Wyoming, Colorado, North Dakota, and South Dakota; (36) from Buffalo, Batavia, and points in Niagara County, N.Y., to points in the United States, except Hawaii; (37) from Latham, N.Y., to points in the United States, except Mount Clemens, Detroit, and Flint, Mich., and Hawaii; (38) from points in Wayne County, N.Y., to points in that part of the United States on and east of a line beginning at the United States-Canada boundary line near Clementson, Minn., extending south along the western boundary of Koochiching and Itasca Counties, Minn., to the junction of the Mississippi River, thence south along the Mississippi River to the Gulf of Mexico; (39) from points in Rowan and Nash Counties, N.C., to points in the United States, except Hawaii; (40) from points in Ohio to points in the United States, except Hawaii; (41) from Tulsa, Broken Arrow, and Ponca City, Okla., and the site of the plant, El Reno Trailers, Inc., located approximately 8 miles south of El Reno, Okla., to points in the United States, except Hawaii; (42) from Lawton and Chickasha, Okla., to points in the United States, except Mount Clemens, Detroit, and Flint, Mich., and Hawaii; (43) from Pendleton, Oreg., to points in Colorado, Montana, North Dakota, and Wyoming; (44) from McNary, Oreg., and points in Oregon within 20 miles of McNary, to points in the United States, except those in California, Idaho, and Hawaii;

(45) From Bend, Oreg., to points in the United States, except Hawaii; (46) from Clarion, Montoursville, Camp Hill, Chambersburg, West Pittston, Irwin, Mansfield, Meadville, and State College, Pa., to points in the United States, except Hawaii; (47) from Avis, West Hazleton, Selinsgrove, and Shamokin, Pa., to points in Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Mississippi, Missouri, New Jersey, New Hampshire, New York, North Carolina, Ohio, Rhode Island, Tennessee, Vermont, Virginia, West Virginia, and the District of Columbia; (48) from Clearfield, Pa., to points in Ohio, New York, and New Jersey; (49) from Clinton, Sumter, and the plantsite of Fairmount Mobile Homes, Inc., at Donaldson Center (7 miles south of Greenville), S.C., to

points in the United States, except Hawaii; (50) from Rapid City and Wattertown, S. Dak., to points in the United States, except Hawaii; (51) from Chapel Hill, Gallatin, Tenn., and points within 2 miles thereof, and Bristol, Tenn., and points within 3 miles thereof, to points in the United States, except Hawaii; (52) from points in Texas to points in the United States, except Hawaii; (53) from Salt Lake City, Utah, to points in the United States, except Hawaii; (54) from Logan, Utah, to points in the United States, except those in California, Idaho, Oregon, Washington, and Hawaii; (55) from Alexandria, Norfolk, and Petersburg, Va., to points in the United States, except Hawaii.

(56) From points in Hanover County, Va., to points in the United States, except Hawaii and Virginia; (57) from points in Washington, except Veradale, to points in the United States, except Hawaii; (58) from Veradale, Wash., to points in the United States, except California, Oregon, Idaho, Washington, and Hawaii; and (59) from West Bend, Chilton, Newton, Hurley, and Adams County, Wis., to points in the United States, except Hawaii. (B) *Buildings* in sections when transported on wheeled undercarriages equipped with hitch-ball connector, in secondary movements, in truckaway service, (1) between points in the United States, except Alaska and Hawaii, and (2) between points in Alaska, on the one hand, and, on the other, points in the United States, except Alaska and Hawaii. NOTE: Applicant states no duplicating authority is sought. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., Chicago, Ill., Dallas, Tex., Los Angeles, Calif., and Tampa, Fla.

No. MC 106674 (Sub-No. 56), filed March 18, 1966. Applicant: SCHILLI MOTOR LINES, INC., Second and St. Clair Avenue, East St. Louis, Ill. Applicant's representative: Thomas F. Kilroy, Colorado Building, 1341 G Street, NW., Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicles, over irregular routes, transporting: *New pianos*, from Ordill, Ill., to points in the United States (except Alaska and Hawaii). NOTE: Applicant states it proposed to transport exempt commodities, on return. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 106741 (Sub-No. 5), filed March 21, 1966. Applicant: CENTRAL NEW YORK FREIGHTWAYS, INC., 344 Sixth North Street, Syracuse, N.Y., 13208. Applicant's representative: Herbert M. Canter, Mezzanine, Warren Parking Center, 345 South Warren Street, Syracuse, N.Y., 13202. 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, those requiring special equipment, and those injurious or contaminating to other lading), between the New York, N.Y., commercial zone, and points in Bergen

County, N.J., on the one hand, and, on the other, points in Suffolk, Westchester, Orange, and Rockland Counties, N.Y. Restriction: The above described authority is for use of joinder or tacking at points in the New York, N.Y., commercial zone, and points in Bergen County, N.J., with other authority of applicant for traffic moving by carrier pursuant to authority presently held by it in MC 106741, which includes various certificates previously superseded and canceled therein and thereby. NOTE: Applicant states that no duplicate authority is sought. If a hearing is deemed necessary, applicant requests it be held at Syracuse or New York, N.Y.

No. MC 107002 (Sub-No. 293) (Amendment), filed February 25, 1966, published in FEDERAL REGISTER issue of March 18, 1966, amended March 24, 1966, and republished as amended, this issue. Applicant: HEARIN-MILLER TRANSPORTERS, INC., Post Office Box 1123, Highway 80 West, Jackson, Miss., 39205. Applicant's representative: Harry C. Ames, Jr., 529 Transportation Building, Washington, D.C., 20006, and H. D. Miller, Jr., Post Office Box 1250, Jackson, Miss., 39205. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *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 more clearly set forth the commodities proposed to be transported. If a hearing is deemed necessary, applicant requests it be held at Montgomery, Ala.

No. MC 108449 (Sub-No. 228), filed March 21, 1966. Applicant: INDIAN-HEAD TRUCK LINE, INC., 1947 West County Road C, St. Paul, Minn., 55113. Applicant's representative: Adolph J. Bieberstein, 121 West Doty Street, Madison, Wis., 53703. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia*, in bulk, from Garner, Iowa, and points within five (5) miles thereof, to points in Minnesota, Nebraska, North Dakota, South Dakota, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 108912 (Sub-No. 14), filed March 10, 1966. Applicant: CHICAGO PITTSBURGH EXPRESS, INC., 134 North La Salle Street, Chicago, Ill. Applicant's representative: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packing-houses* as described in sections A and C of appendix I in 61 M.C.C. 209, 766 (except hides and commodities in bulk, in tank vehicles), from the plantsite of Geo. A. Hormel & Co., at or near Bureau, Ill., to points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, West Virginia, Delaware, Indiana, Ohio, and Illinois. NOTE: If



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

No. MC 109326 (Sub-No. 87), filed March 18, 1966. Applicant: C & D TRANSPORTATION CO., INC., Post Office Box 1503, Mobile, Ala. Applicant's representative: John W. Cooper, 805 Title Building, Birmingham 3, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, from Mobile, Ala., and New Orleans, La., to points in Arkansas, Alabama (except Montgomery), Florida (except Pensacola), Georgia (except Atlanta and points within 15 miles of Atlanta), Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Mississippi, Minnesota, Missouri, Oklahoma, Ohio, Tennessee, Texas, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests that it be held at New Orleans, La.

No. MC 109326 (Sub-No. 88), filed March 18, 1966. Applicant: C & D TRANSPORTATION CO., INC., Post Office Box 1503, Mobile, Ala. Applicant's representative: John W. Cooper, 805 Title Building, Birmingham 3, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except in bulk or tank vehicles), in vehicles equipped with mechanical refrigeration, and returned shipments, between points in Alabama on and north of U.S. Highway 80. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Birmingham, Ala.

No. MC 109397 (Sub-No. 138), filed March 17, 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: *Prefabricated containers*, complete or in sections, from the plantsite and storage facilities of Re-Lo Manufacturing Co., at or near Joplin, Mo., to Wolf Lake, Ordill, and Seneca, Ill., Watson, and Bessemer, Ala., and Luling, Homma, and Donaldsonville, La., and points within three (3) miles of each of the named destinations. NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 109637 (Sub-No. 306), filed March 17, 1966. Applicant: SOUTHERN TANK LINES, INC., 4107 Bells Lane, Louisville, Ky., 40211. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal tar, and coal tar products*, in bulk, (1) from Jeffersonville, Ind., to points in Illinois, and Indiana, and (2) from Terre Haute, Ind., to Jeffersonville, Ind. NOTE: If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky.

No. MC 110098 (Sub-No. 85), filed March 11, 1966. Applicant: ZERO REFRIGERATED LINES, 815 Merida, Box 7249, Station A, San Antonio, Tex. Applicant's representative: Donald L. Stern, 630 City National Bank Building, Omaha 2, Nebr. Authority sought to op-

erate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from points in Benton County, Wash., to points in Arizona, Arkansas, Colorado, Idaho, Iowa, Kansas, Montana, Missouri, Nebraska, Nevada, New Mexico, Oklahoma, Texas, Utah, and Wyoming. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Boise, Idaho.

No. MC 110098 (Sub-No. 86), filed March 11, 1966. Applicant: ZERO REFRIGERATED LINES, 815 Merida, Box 7249, Station A, San Antonio, Tex. Applicant's representative: Donald L. Stern, 630 City National Bank Building, Omaha 2, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from points in Washington, Oregon, and Idaho, to points in Kansas. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Boise, Idaho.

No. MC 110098 (Sub-No. 87), filed March 17, 1966. Applicant: ZERO REFRIGERATED LINES, 815 Merida, Box 7249, Station A, San Antonio, Tex. Applicant's representative: Donald L. Stern, 630 City National Bank Building, Omaha 2, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *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 110157 (Sub-No. 27), filed March 14, 1966. Applicant: LANG TRANSIT COMPANY, a corporation, 38th Street and Quirt Avenue, Lubbock, Tex. Applicant's representative: W. D. Benson, Jr., Citizens Tower, Lubbock, Tex., 79401. 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 Plains, Tex., and Hobbs, N. Mex., as follows: From Plains, over Texas Highway 214 to Denver City, Tex., thence over Texas Highway 83 to the Texas-New Mexico State line, thence over New Mexico Highway 83 to junction New Mexico Highway 132, thence over New Mexico Highway 132 to junction New Mexico Highway 18, thence over New Mexico Highway 18 to Hobbs, and return over the same route, serving all intermediate points, restricted to traffic moving to or from points in New Mexico. NOTE: Applicant states that no duplicating authority is sought. If a hearing is deemed necessary, applicant requests that it be held at Lubbock, Tex., or Hobbs, N. Mex.

No. MC 110420 (Sub-No. 512), filed March 28, 1966. Applicant: QUALITY CARRIERS, INC., 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 car-*

*rier*, by motor vehicle, over irregular routes, transporting: *Textile softener*, in bulk, from Clinton, Iowa, to points in the United States, except Alaska and Hawaii. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 110525 (Sub-No. 776), filed March 17, 1966. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's representatives: Leonard A. Jaskiewicz, 1155 15th Street NW., Madison Building, Washington, D.C., 20005, and Edwin H. van Deusen, 520 East Lancaster Avenue, Downingtown, Pa. 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, Arkansas, Georgia, Illinois, Indiana, Iowa, Michigan, Minnesota, Mississippi, Missouri, Ohio, Tennessee, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 110541 (Sub-No. 7) (Amendment), filed February 7, 1966, published in FEDERAL REGISTER issue of February 25, 1966, amended March 21, 1966, and republished as amended this issue. Applicant: MARK E. YODER, INC., 41 Parkway, Schuylkill Haven, Pa. Applicant's representative: Christian V. Graf, 407 North Front Street, Harrisburg, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Anthracite coal*, in bulk, in dump vehicles, from points in Carbon, and Schuylkill, and Dauphin Counties, Pa., to the plantsite of Matthiessen & Hegeler Zinc Co., at Spelter, Harrison County, W. Va., and (2) *bituminous coal*, in bulk, in dump vehicles, from points in Monongalia, Marion, and Barbour Counties, W. Va., to the plantsite of the New Jersey Zinc Co. in Palmerion, Carbon County, Pa. 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 Washington, D.C.

No. MC 110988 (Sub-No. 184), filed March 10, 1966. Applicant: KAMPO TRANSIT, INC., 200 Cecil Street, Neeah, Wis. Applicant's representative: Wilmer B. Hill, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chemicals*, in bulk, in tank vehicles, from Weston, Mich., to points in Raisin Township, Lenawee County, Mich., to points in Illinois, Indiana, Missouri, Ohio, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 111729 (Sub-No. 141), filed March 18, 1966. Applicant: ARMORED CARRIER CORPORATION, 222-17 Northern Boulevard, Bayside, N.Y. Applicant's representative: Claude J. Jasper, Suite 301, 111 South Fairchild Street, Madison, Wis. Authority sought to operate as a *common carrier*, by motor



vehicle, over irregular routes, transporting: (1) *Checks, business papers, records, and audit and accounting media of all kinds, advertising material and merchandise samples* (excluding plant removals), limited to shipments not to exceed 75 pounds per shipment, between points in Dubuque County, Iowa, on the one hand, and, on the other, points in Jefferson, Manitowoc, Marathon, Waukesha, Winnebago, and Wood Counties, Wis.; and (2) *audit and accounting media of all kinds, payroll data, and payroll checks and sales and advertising pamphlets*, (a) between Chicago, Ill., on the one hand, and, on the other, Plover and Waukesha, Wis., and (b) between Cedar Rapids, Iowa, on the one hand, and, on the other, points in Henry and Rock Island Counties, Ill. NOTE: Applicant states that he is presently authorized to conduct operations as a contract carrier under Permit No. MC 112750 and subs thereunder; therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests that it be held at Madison, Wis.

No. MC 111812 (Sub-No. 335), filed March 14, 1966. Applicant: MIDWEST COAST TRANSPORT, INC., Wilson Terminal Building, Post Office Box 747, Sioux Falls, S. Dak., 57101. Applicant's representatives: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr., 68102, and William J. Walsh (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses* as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides, and commodities in bulk, in tank vehicles), from York, Nebr., to points in Arizona, California, Connecticut, Delaware, Idaho, Maine, Maryland, Massachusetts, Michigan, Montana, Nevada, New Hampshire, New Jersey, New York, North Dakota, Ohio, Oregon, Pennsylvania, Rhode Island, South Dakota, Utah, Vermont, Virginia, Washington, West Virginia, and the District of Columbia, restricted to traffic originating at York, Nebr. NOTE: If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 112582 (Sub-No. 27), filed March 20, 1966. Applicant: T. M. ZIMMERMAN COMPANY, Post Office Box 380, Chambersburg, Pa. Applicant's representative: John M. Musselman, 400 North Third Street, Post Office Box 46, Harrisburg, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods, and salt and caustic soda* in mixed shipments with frozen foods, between West Reading, Pa., and points in Connecticut, Delaware, Maryland, New Jersey, New York, and Virginia, and the District of Columbia. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Harrisburg, Pa., or Washington, D.C.

No. MC 112582 (Sub-No. 28), filed March 20, 1966. Applicant: T. M. ZIM-

MERMAN COMPANY, a corporation, Post Office Box 380, Chambersburg, 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: *Frozen foods, and salt and caustic soda*, in mixed shipments with frozen foods, between West Reading, Pa., and points in Illinois, Indiana, Michigan, Ohio, West Virginia, and St. Louis, Mo. NOTE: If a hearing is deemed necessary, applicant requests it be held at Harrisburg, Pa., or Washington, D.C.

No. MC 112617 (Sub-No. 222), filed March 17, 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: *Lime*, in bulk, from Louisville, Ky., to points in Ohio. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 112617 (Sub-No. 223), filed March 17, 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: *Jet fuel*, in bulk, in tank vehicles, from Covington, Ky., to points in California. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 112696 (Sub-No. 31), filed March 24, 1966. Applicant: HARTMANS, INCORPORATED, 833 Chicago Avenue, Post Office Box 898, Harrisonburg, Va., 22801. 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: *Foodstuffs*, from points in Copiah, Covington, Hinds, Jones, Madison, and Rankin Counties, Miss., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia, and the District of Columbia. NOTE: If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss.

No. MC 112696 (Sub-No. 32), filed March 24, 1966. Applicant: HARTMANS, INCORPORATED, Post Office Box 898, Harrisonburg, Va. Applicant's representative: James E. Wilson, 1735 K Street NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats*, from Purcellville, Va., to Allentown, Pa., and points in Ohio. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 112750 (Sub-No. 222), filed March 18, 1966. Applicant: ARMORED CARRIER CORPORATION, 222-17 Northern Boulevard, Bayside, N.Y. Applicant's representative: Claude J. Jasper, Suite 301, 111 South Fairchild Street, Madison, Wis. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Commercial papers, documents and written instruments, including originals and copies of checks, drafts, notes, money orders, travelers' checks and canceled bonds, and accounting papers relating thereto, including originals and copies of cash letters, letters of transmittal, summary sheets, adding machine tapes, deposit records, withdrawal slips, and debit and credit records* (except coin, currency, bullion, and negotiable securities) under continuing contracts with banks and banking institutions only; namely, national banks, State banks, Federal Reserve Banks, savings and loan associations and savings banks, between points in La Crosse County, Wis., on the one hand, and, on the other, Chicago, Ill. NOTE: Applicant is presently authorized to conduct operations as a *common carrier* under certificate MC 111729 and subs thereunder; therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests that it be held at Madison, Wis.

No. MC 112801 (Sub-No. 40), filed March 18, 1966. Applicant: TRANSPORT SERVICE CO., a corporation, 5100 West 41st Street, Chicago, Ill. 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: *Chemicals*, in bulk, in tank, and hopper type vehicles, from Utica, Ill., to points in Iowa, and Minnesota. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 112822 (Sub-No. 63), filed March 14, 1966. Applicant: EARL BRAY, INC., Linwood and North Streets, Post Office Box 1191, Cushing, Okla., 74023. Applicant's representative: Marion F. Jones, 420 Denver Club Building, Denver, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Anhydrous ammonia, ammonium nitrate, urea, acids, fertilizers, fertilizer solutions, and fertilizer materials*, liquid and dry, in bulk, and (2) *ammonium nitrate, urea, fertilizer materials, and fertilizer ingredients*, dry, in bags, from Helena, Ark., and points in Arkansas within 10 miles thereof, to points in Oklahoma, Kansas, Missouri, Iowa, and Nebraska. NOTE: If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn.

No. MC 113267 (Sub-No. 166), filed March 22, 1966. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill., 62232. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned and preserved foodstuffs*, from Collinsville, Ill., to points in Iowa. NOTE: Com-



mon control may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 113678 (Sub-No. 241), filed March 7, 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: *Animal, bird, and fish feed, and feed ingredients, and supplements thereof* (except liquids, in bulk, and tank vehicles), from points in Louisiana, to points in Oklahoma, Missouri, Illinois, Indiana, Michigan, Wisconsin, Minnesota, Iowa, Kansas, Nebraska, North Dakota, South Dakota, Wyoming, Montana, Colorado, and California. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Shreveport, La.

No. MC 113678 (Sub-No. 242), filed March 7, 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: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plantsite of the Tama Packing Co., located at or near Tama, Iowa, to points in Alabama, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Idaho, Illinois, Indiana, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, Nevada, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Tennessee, Texas, Utah, Virginia, West Virginia, Oregon, Pennsylvania, Rhode Island, South Carolina, Washington, Wisconsin, Wyoming, and the District of Columbia. NOTE: If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 113843 (Sub-No. 112), (Correction), filed March 2, 1966, published in FEDERAL REGISTER March 23, 1966, and republished this issue. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Sumner Street, Boston, Mass., 02210. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products, including petrolatum, wax, rust preventatives, and lubricating oils and greases*, other than in bulk, in tank vehicles, from Buffalo, N.Y.; Bradford, Emlenton, Farmers Valley, Franklin, Freedom, Karns City, Oil City, Petrolia, Reno, Rouseville, and Warren, Pa.; and St. Marys, W. Va., to points in Michigan. NOTE: The purpose of this republication is to delete the hearing information shown in previous publication. Hearing has been postponed indefinitely. If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 113843 (Sub-No. 113) (Correction), filed March 2, 1966, published in FEDERAL REGISTER March 23, 1966, and republished this issue. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Sumner Street, Boston, Mass., 02210. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products, including petrolatum, wax, rust preventatives, and lubricating oils and greases*, other than in bulk, in tank vehicles, from Buffalo, N.Y.; Bradford, Emlenton, Farmers Valley, Franklin, Freedom, Karns City, Oil City, Petrolia, Reno, Rouseville, and Warren, Pa., and St. Marys, W. Va., to points in Illinois and Indiana. NOTE: The purpose of this republication is to delete the hearing information shown in previous publication. Hearing has been postponed indefinitely. If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 114019 (Sub-No. 155), filed March 9, 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: *Foodstuffs*, from points in Michigan north of U.S. Highway 21 to points in Illinois, Indiana, Ohio, and Wisconsin, and *damaged, rejected and returned shipments* of the above commodities, on return. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 114019 (Sub-No. 156), filed March 9, 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: *Caps, covers and tops, metal lined with cork, paperboard or plastic for bottles, glasses, or jars, other than display, from New Market, N.J., to points in Illinois, Indiana, Wisconsin, Minnesota, Iowa, Missouri, and Nebraska*. NOTE: If a hearing is deemed necessary, applicant requests that it be held at New York, N.Y.

No. MC 114019 (Sub-No. 157), filed March 9, 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: *Petroleum and petroleum products, including petrolatum, wax, rust preventatives, and lubricating oils and greases* (other than in bulk, in tank vehicles), from Buffalo, N.Y.; Bradford, Emlenton, Farmers Valley, Franklin, Freedom, Karns City, Oil City, Petrolia, Reno, Rouseville, and Warren, Pa., and St. Marys, W. Va., to points in Illinois, Indiana, and Michigan. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Pittsburgh, Pa.

No. MC 114019 (Sub-No. 159), filed March 21, 1966. Applicant: MIDWEST EMERY FREIGHT SYSTEM, INC., 7000 South Pulaski Road, Chicago, Ill., 60629. 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: *Liquid sugar, invert sugar, corn syrups and blends of corn syrup, and liquid or invert sugar*, in bulk, in tank vehicles, from Toledo, Ohio, to points in Michigan. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 114045 (Sub-No. 241), filed March 18, 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*, from Vineland, N.J., to points in Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, New York, Ohio, Pennsylvania, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 114364 (Sub-No. 116), filed March 18, 1966. Applicant: WRIGHT MOTOR LINES, INC., Post Office Box 672, 16th and Elm Streets, Rocky Ford, Colo. Applicant's representative: Marlon 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: *Frozen fruits and canned goods*, from Delta, Colo., to points in Arizona, California, Nevada, and New Mexico. NOTE: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 114693 (Sub-No. 1), filed March 15, 1966. Applicant: RALPH W. YEAGER AND EARL A. HICKS, doing business as CENTRAL GARAGE, 21 West Park Avenue, Columbiana, Ohio. Applicant's representative: D. L. Bennett, 213 First National Bank Building, 2207 National Road, Wheeling, W. Va. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wrecked or otherwise disabled motor vehicles*, from points in a territory of West Virginia and Pennsylvania on, north, and west of a line beginning at Wheeling, W. Va., and extending along U.S. Highway 40 through Triadelphia, W. Va., and Claysville, Pa., to Washington, Pa., thence along U.S. Highway 19 through Clifton, Pa., to Pittsburgh, Pa., and thence along Pennsylvania Highway 8 through Butler and Titusville, Pa., to Erie, Pa., to points in Columbiana, and Mahoning Counties, Ohio, except Youngstown, Ohio. NOTE: If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 114897 (Sub-No. 67), filed March 21, 1966. Applicant: WHITFIELD TANK LINES, INC., 300-316 North Clark Road, Post Office Drawer 9897, El Paso, Tex., 79989. Authority sought to operate as a *common carrier*,



by motor vehicle, over irregular routes, transporting: (1) *Chemicals*, in bulk, in tank vehicles, from points in Adams, Arapahoe, Boulder, Douglas, and Jefferson Counties, Colo., to points in New Mexico; and (2) *coal tar products*, in bulk, in tank vehicles, from Pueblo, Colo., to points in Arizona, New Mexico, and Texas. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 114969 (Sub-No. 23), filed March 10, 1966. Applicant: PROPANE TRANSPORT, INC., 27 East Water Street, Post Office Box 22, Milford, Ohio. Applicant's representative: James R. Stivers, 50 West Broad Street, Columbus, Ohio, 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia*, in bulk, in tank vehicles, from Mount Vernon, Ind., to points in Indiana, Illinois, Kentucky, and Missouri. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo., or Washington, D.C.

No. MC 115180 (Sub-No. 31), filed March 22, 1966. Applicant: ONLEY REFRIGERATED TRANSPORTATION, INC., 408 West 14th Street, New York, N.Y. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J., 07306. 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 Iowa to points in Connecticut, Delaware, Maine, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia, and the District of Columbia. **NOTE:** If a hearing is deemed necessary, applicant requests that it be held at Des Moines, Iowa.

No. MC 115331 (Sub-No. 183), filed March 10, 1966. Applicant: TRUCK TRANSPORT, INCORPORATED, 707 Market Street, St. Louis, Mo., 63101. Applicant's representative: Thomas F. Kilroy, Colorado Building, 1341 G 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 Sugar Creek, Mo., to points in Arkansas, Iowa, Kansas, Missouri, Nebraska, and Oklahoma, and *exempt commodities* on return. **NOTE:** If a hearing is deemed necessary, applicant requests that it be held at St. Louis, Mo.

No. MC 115331 (Sub-No. 184), filed March 17, 1966. Applicant: TRUCK TRANSPORT, INCORPORATED, 707 Market Street, St. Louis, Mo., 63101. Applicant's representative: Thomas F. Kilroy, Colorado Building, 1341 G Street NW., Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids and chemicals*, in bulk, from points in Iowa, to points in Illinois, Missouri, and Nebraska.

**NOTE:** If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 115331 (Sub-No. 185), filed March 17, 1966. Applicant: TRUCK TRANSPORT, INCORPORATED, 707 Market Street, St. Louis, Mo., 63101. Applicant's representative: Thomas F. Kilroy, Colorado Building, 1341 G Street NW., Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acid, and mixtures thereof*, in bulk, in tank vehicles, from Weldon Springs, Mo., to points in Illinois and Indiana, and *exempt commodities* on return. **NOTE:** If a hearing is deemed necessary, applicant requests that it be held at St. Louis, Mo.

No. MC 115651 (Sub-No. 11), filed March 18, 1966. Applicant: KANEY TRANSPORTATION, INC., Freeport, Ill., 61033. Applicant's representative: Mack Stephenson, 42 Fox Mill Lane, Springfield, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Mineral spirits, and solvents*, in bulk, from St. Louis, Mo., to Rockford, Ill. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 115840 (Sub-No. 23), filed March 16, 1966. Applicant: COLONIAL FAST FREIGHT LINES, 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: *Iron and steel articles and pipe*, between points in Alabama, on the one hand, and, on the other, points in Michigan on and south of Michigan Highway 21, points in Illinois (except points in that part of Illinois, on and bounded by a line beginning at the Illinois-Indiana State line and extending along U.S. Highway 36 to Springfield, Ill., thence along Illinois Highway 29 to Peoria, Ill., thence along Illinois Highway 116 to Metamora, Ill., thence along Illinois Highway 89 to junction U.S. Highway 34, thence along U.S. Highway 34 to Chicago, Ill., thence along Lake Michigan to the Illinois-Indiana State line, and thence along the Illinois-Indiana State line to points of beginning); points in Ohio (except points in that part of Ohio, on, west, and north of a line beginning at a point at 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). **NOTE:** If a hearing is deemed necessary, applicant requests that it be held at Birmingham, Ala.

No. MC 115859 (Sub-No. 3), filed March 2, 1966. Applicant: P.C.M. TRUCKING, INC., 1063 Main Street, Orefield, Pa. Applicant's representative: Frank C. Doocey, 506 Hamilton Street, Allentown, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Fertilizer and fertilizer material, insecticides and fungicides*, dry, in bulk, in dump trucks and self-unloading vehicles and in bags, on pallets from plants

in Lehigh and Northampton Counties, Pa., to points in New York, and (2) *liquid fertilizer* in shipper owned trailers from plants in Lehigh County, Pa., to the counties of Orange, Sullivan, Dutchess, Rockland, Westchester, and Ulster, N.Y. **NOTE:** Applicant states the proposed operations will be seasonal, between April 1 and June 15, and between August 15 and November 15. Applicant is also authorized to conduct operations as a *common carrier* in certificate No. MC 50493 and subs thereunder, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 116325 (Sub-No. 39), filed March 21, 1966. Applicant: JENNINGS BOND, doing business as BOND ENTERPRISES, Post Office Box 185, Lutesville, Mo. Applicant's representative: Herman W. Huber, 101 East High Street, Jefferson City, Mo., 65101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel, and iron and steel articles*, between points in Tennessee on and east of U.S. Highway 127, on the one hand, and, on the other, points in Alabama, Mississippi, Louisiana, Arkansas, Missouri, Illinois, Indiana, Ohio, Michigan, Wisconsin, Iowa, Minnesota, Texas, Oklahoma, Kansas, Nebraska, South Dakota, North Dakota, Wyoming, Colorado, and New Mexico. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 116763 (Sub-No. 81), filed March 8, 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: *Canned, prepared and preserved foodstuffs*, from Haddock, Ga., to points in Connecticut, Maine, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, and Vermont. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 117119 (Sub-No. 358), filed March 14, 1966. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's representative: John H. Joyce, 26 North College, Fayetteville, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods and potato products* other than frozen, with and without other ingredients, cooked, diced, flaked, powdered, shredded, and sliced, from Detroit, Mich., to points in Illinois, Missouri, Arkansas, Louisiana, Indiana, Kentucky, Tennessee, Mississippi, Alabama, Florida, Georgia, South Carolina, North Carolina, Virginia, West Virginia, Ohio, Maryland, Delaware, the District of Columbia, New Jersey, New York, Pennsylvania, Connecticut, Rhode Island, Massachusetts, New Hampshire, Vermont, Maine, Minnesota, Wisconsin, Iowa, Kansas, and Oklahoma. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich.



No. MC 117119 (Sub-No. 359), filed March 21, 1966. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's representative: John H. Joyce, 26 North College, Fayetteville, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned and bottled foodstuffs*, from Cade and Lozes, La., to points in Wisconsin, Michigan, Illinois, Indiana, Ohio, and Missouri. NOTE: If a hearing is deemed necessary, applicant requests that it be held at New Orleans, La., or St. Louis, Mo.

No. MC 117212 (Sub-No. 3), filed March 14, 1966. Applicant: LEAMINGTON TRANSPORT (WESTERN) LIMITED, Post Office Box 188, Leamington, Ontario, Canada. Applicant's representative: S. Harrison Kahn, Suite 733, Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Meats*, fresh, frozen, salted, cooked, cured, and preserved, from the ports of entry on the international boundary line between the United States and Canada located at or near Noyes, Minn., and Pembina, N. Dak., to (a) points in Minnesota and Wisconsin, (b) those points in North Dakota, South Dakota, and Iowa on and east of a line extending along Interstate Highway 29 from Pembina, N. Dak., to North Dakota Highway 44 at or near Drayton, N. Dak., thence over North Dakota Highway 44 to junction U.S. Highway 81 at or near Manvel, N. Dak., thence over U.S. Highway 81 to junction Interstate Highway 29 at or near Sioux Falls, S. Dak., thence over Interstate Highway 29 to junction Iowa Highways 37 and 175, at or near Onawa, Iowa, thence over Iowa Highways 37 and 175 to junction U.S. Highway 75, thence over U.S. Highway 75 to junction U.S. Highway 30 at or near Missouri Valley, Iowa, thence over U.S. Highway 30 to junction Interstate Highway 29, thence over Interstate Highway 29 to junction U.S. Highways 6, 75 and Alternate 30, at Council Bluffs, Iowa.

Thence over U.S. Highways 6, 75 and Alternate 30 to junction Iowa Highway 375 at Council Bluffs, Iowa, thence over Iowa Highway 375 to junction U.S. Highway 275, thence over U.S. Highway 275 to the Iowa-Missouri State line, including points on the described highways, (c) those points in Missouri on and east of a line extending along U.S. Highway 275 from the Missouri-Iowa State line to St. Joseph, Mo., thence over Interstate Highway 29 to Kansas City, Mo., and on and north of a line extending along U.S. Highway 40 (Interstate Highway 70) from Kansas City, Mo., to St. Louis, Mo., including points on the described highways; (d) those points in Illinois north and west of a line extending along Interstate Highway 55 from East St. Louis, Ill., to Chicago, Ill., including points on the described highways, and (e) Madison, Huron, and Watertown, S. Dak., Evansville, Ind., and Detroit, Mich., and (2) *meats*, fresh, frozen, salted, cooked, cured, and preserved, and *dairy products*, from those points specified in (a), (b), (c), and (d) above, to the ports of

entry on the international boundary line between the United States and Canada located at Detroit, Mich., Windsor, Ontario, Canada, and Port Huron, Mich., and Sarnia, Ontario, Canada. NOTE: Applicant states the proposed operations will be for limited commodities in foreign commerce. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 117366 (Sub-No. 2), filed March 11, 1966. Applicant: RICHARD J. WITSBERGER, SR., doing business as TRI-STATE TRANSPORT CO., Box 108, R.R. No. 2, Triadelphia, W. Va. Applicant's representative: D. L. Bennett, 213 First National Bank Building, 2207 National Road, Wheeling, W. Va. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Steel culvert pipe, corrugated steel pipe, and formed steel roofing*, from Beech Bottom, W. Va., to points in Delaware, Illinois, Indiana, Kentucky, Maryland, Michigan, New Jersey, New York, Ohio, Pennsylvania, Virginia, Wisconsin (east of the Mississippi River), and St. Louis, Mo. NOTE: If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 117686 (Sub-No. 75), filed March 17, 1966. Applicant: HIRSCHBACH MOTOR LINES, INC., 3324 U.S. Highway 75 North, Sioux City, Iowa. Applicant's representative: J. Max Harding, Post Office Box 2028, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *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 Bureau, Ill., to points in Louisiana, restricted to traffic originating at the plantsite and/or cold storage facilities utilized by George A. Hormel & Co. located at or near Bureau, Ill. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 117694 (Sub-No. 3), filed March 18, 1966. Applicant: ALVA E. MAUK, doing business as MAUK TRANSFER, West Second Street, Atlantic, Iowa. Applicant's representative: Robert E. Dreher, 212 Equitable Building, Des Moines, Iowa, 50309. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer*, except in liquid form transported in tank vehicles, (1) between Perry, Atlantic, Independence, and Cherokee, Iowa, and points in Colorado, Illinois, Minnesota, Nebraska, South Dakota, Wisconsin, that part of Kansas on and north of U.S. Highway 54, and that part of Missouri on and north of a line beginning at St. Louis and extending along U.S. Highway 50 to Jefferson City, thence along U.S. Highway 54 to the Missouri-Kansas State line, (2) between West Liberty, Iowa, and points in Colorado, Nebraska, South Dakota, Illinois (except Moline and Chicago), that part

of Kansas on and north of U.S. Highway 54, Minnesota (except St. Paul and Minneapolis), and that part of Missouri on and north of a line beginning at St. Louis and extending along U.S. Highway 50 to Jefferson City, thence along U.S. Highway 54 to the Missouri-Kansas State line, and (3) between Elkhorn, Nebr., and points in Colorado, Iowa, Minnesota, South Dakota, that part of Kansas on and north of U.S. Highway 54, and that part of Missouri on and north of a line beginning at St. Louis and extending along U.S. Highway 50 to Jefferson City, thence along U.S. Highway 54 to the Missouri-Kansas State line. Restriction: The proposed operations above will be performed under such service to be limited to a transportation service to be performed, under a continuing contract, or contracts, with W. R. Grace & Co., Atlantic, Iowa. NOTE: If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 117815 (Sub-No. 91), filed March 4, 1966. Applicant: PULLEY FREIGHT LINES, INC., 405 Southeast 20th Street, Des Moines, Iowa. 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 Iowa, Illinois, Indiana, Michigan, Ohio, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Kansas City, Mo.

No. MC 117815 (Sub-No. 92), filed March 14, 1966. Applicant: PULLEY FREIGHT LINES, INC., 405 Southeast 20th Street, Des Moines, Iowa, 50317. 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, and except animal hides), from Wichita, Kans., to points in Illinois, Indiana, Iowa, Minnesota, Michigan, Ohio, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 117815 (Sub-No. 93), filed March 14, 1966. Applicant: PULLEY FREIGHT LINES, INC., 405 Southeast 20th Street, Des Moines, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper and paper products*, as distributed by paper mills, and *plastic articles*, from points in that portion of Michigan on and south of Michigan Highway 21, and on and west on U.S. Highway 127, to points in Iowa and Nebraska. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 117815 (Sub-No. 94), filed March 18, 1966. Applicant: PULLEY FREIGHT LINES, INC., 405 Southeast 20th Street, Des Moines, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except



meats, meat products, frozen foods, dairy products, salad dressing, yeast, and uncooked bakery products), from Moline, Ill., to points in Kansas, Missouri, Michigan, Nebraska, Ohio, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 117815 (Sub-No. 95), filed February 28, 1966. Applicant: PULLEY FREIGHT LINES, INC., 405 Southeast 20th Street, Des Moines, Iowa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates 61 M.C.C. 209 and 766* (except liquids in bulk, in tank vehicles), from points in Nebraska (except Omaha and West Point, Nebr.), to points in Illinois, Indiana, Michigan, and Ohio. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Omaha, Nebr.

No. MC 117836 (Sub-No. 10), filed March 14, 1966. Applicant: H. J. NOLL, 6706 Avenue E., Houston, Tex. Applicant's representative: Joe G. Fender, 2033 Norfolk Street, Houston 6, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Bananas*, from Galveston, Tex., to Carlsbad, N. Mex. NOTE: If a hearing is deemed necessary, applicant requests it be held at Houston, Tex.

No. MC 117883 (Sub-No. 77), filed March 18, 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: *Petroleum and petroleum products, including petroleum, wax, rust preventatives, and lubricating oils and greases*, other than in bulk, in tank vehicles, from Buffalo, N.Y., Bradford, Emlenton, Farmers Valley, Franklin, Freedom, Karns City, Oil City, Petrolia, Reno, Rouseville, and Warren, Pa. and St. Marys, W. Va., to points in Illinois and Indiana (except that part of Illinois and Indiana located in the Chicago commercial zone as described by the Commission). NOTE: If a hearing is deemed necessary, applicant requests that it be held at Pittsburgh, Pa.

No. MC 117883 (Sub-No. 78), filed March 18, 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: *Petroleum and petroleum products, including petroleum, wax, rust preventatives, and lubricating oils and greases*, other than in bulk, in tank vehicles, from Buffalo, N.Y., Bradford, Emlenton, Farmers Valley, Franklin, Freedom, Karns City, Oil City, Petrolia, Reno, Rouseville, and Warren, Pa., and St. Marys, W. Va., to points in Michigan. NOTE: If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 118222 (Sub-No. 8), filed March 10, 1966. Applicant: SOUTHERN

SHIPERS, INC., Post Office Box 1542, Highway 11 North, Hattiesburg, Miss. Applicant's representative: Albert A. Andrin, 29 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Frozen foods, canned goods, pecans, poultry, poultry 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 frozen foods, canned goods, pecans, poultry, poultry products, from points in Copiah, Hinds, Union, Covington, Rankin, and Madison Counties, Miss., to points in Alabama, Arkansas, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, Ohio, Tennessee, Texas, Virginia, West Virginia, and Wisconsin. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Jackson, Miss.

No. MC 118674 (Sub-No. 2), filed March 17, 1966. Applicant: JESUS GUZMAN, 304 North Meadow, Laredo, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Bananas*, from Freeport, Tex., to Corpus Christi, Tex. NOTE: If a hearing is deemed necessary, applicant requests it be held at Laredo, Tex.

No. MC 119118 (Sub-No. 19), filed March 10, 1966. Applicant: LEWIS W. McCURDY, doing business as McCURDY'S TRUCKING CO., 571 Unity Street, Latrobe, Pa. Applicant's representative: Paul F. Sullivan, 1341 G Street NW., Washington, D.C., 20005. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Malt beverages*, in containers, from Erie, Pa., to points in Maryland, Delaware, and the District of Columbia. NOTE: Applicant is presently authorized to conduct operations as a contract carrier under Permit No. MC 116564, and subs thereunder; therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests that it be held at Pittsburgh, Pa.

No. MC 119164 (Sub-No. 21), filed March 21, 1966. Applicant: J-E-M TRANSPORTATION CO., INC., 509 Liberty Street, Syracuse, N.Y., 13201. Applicant's representative: Charles H. Trayford, 220 East 42d Street, New York, N.Y., 10017. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Sand*, from the towns of Anville (Oneida County), and Fort Edward (Washington County), N.Y., to points in New York, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia. NOTE: If a hearing is deemed necessary, applicant requests it be held at Syracuse, N.Y.

No. MC 119361 (Sub-No. 3), filed March 18, 1966. Applicant: G & W TRUCK LINE, INC., Box 213, 8 Cherokee

Lane, Hutchinson, Kans. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Salt and salt products*, in bulk and in packages (except bulk, in tank vehicles from pneumatic delivery), from points in Ellsworth County, Kans., to points in Missouri, and beer and glass, on return. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Wichita, Kans.

No. MC 119632 (Sub-No. 21), filed March 21, 1966. Applicant: REED LINES, INC., Box 285, Woodburn, Ind. Applicant's representative: John P. McMahon, 100 East Broad Street, Columbus, Ohio, 43215. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Rubber products*, from the plantsite of B. F. Goodrich Co., approximately 13 miles east of Fort Wayne, Ind., in Milan Township, Allen County, Ind., to points in Ohio, and equipment, material and supplies used in the manufacture of rubber products, on return. NOTE: If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 119778 (Sub-No. 103) (Amendment), filed February 8, 1966, published in FEDERAL REGISTER issue of March 3, 1966, and republished as amended this issue. Applicant: REDWING CARRIERS, INC., Post Office Box 34, Powderly Station, Birmingham, Ala. 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: *Lime, limestone, and limestone products*, from points in Alabama, to points in Mississippi, Arkansas, Tennessee, Florida, Georgia, Louisiana, North Carolina, and South Carolina. NOTE: The purpose of this republication is to more clearly set forth the proposed operation. Applicant states that it is a wholly owned subsidiary of Redwing Carriers, Inc., a Florida corporation. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 119778 (Sub-No. 106), filed March 17, 1966. Applicant: REDWING CARRIERS, INC., Wilson Road, Post Office Box 34, Powderly Station, Birmingham, Ala., 35211. Applicant's representative: Maxwell A. Howell, 1511 K Street NW., Washington, D.C., 20005. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in hopper-type and tank vehicles, from points in Mobile County, Ala., to points in Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, and Tennessee. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 119928 (Sub-No. 8), filed March 11, 1966. Applicant: C & E TRUCKING CORPORATION, 1818 West Sample Street, South Bend, Ind., 46621. Applicant's representative: Eugene L. Cohn, 1 North La Salle Street, Chicago, Ill., 60602. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, packinghouse products, and com-*



modities used by packinghouses, as described in sections A, 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), from the plantsite of Geo. A. Hormel & Co., located at or near Bureau Junction, in Bureau County, Ill., to points in Indiana and Michigan. NOTE: Applicant states that the above proposed operation is to be restricted to traffic originating at the plantsite of Geo. A. Hormel & Co. If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 123393 (Sub-No. 127), filed March 7, 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: *Drugs, medicines, toilet preparations, cotton swabs, and cotton balls*, from Jefferson City, Mo., to points in Washington, Oregon, California, Texas, Indiana, Georgia, Connecticut, and New Jersey. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Jefferson City, or Kansas City, Mo.

No. MC 123393 (Sub-No. 130), filed March 18, 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: *Cheese*, from points in North Dakota, to points in Greene, Jasper, Lawrence, and Newton Counties, Mo. NOTE: Common control may be involved. Applicant states it proposes to transport exempt commodities, on return. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 123794 (Sub-No. 3), filed March 11, 1966. Applicant: A. F. T. MOTOR FREIGHT, INC., Post Office Box 349, Conshohocken, Pa. Applicant's representative: E. Stephen Heisley, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Iron and steel products, and such materials, supplies, and equipment* as are used or useful in the production, assembly, and distribution of iron and steel products (except in bulk), between the plantsites of Alan Wood Steel Co., located in Montgomery County, Pa., situated in the boroughs of Conshohocken and West Conshohocken, and Plymouth Township, Pa., on the one hand, and, on the other, points in New York, New Jersey, Massachusetts, Rhode Island, Connecticut, Pennsylvania, Delaware, Maryland, and Virginia, and the District of Columbia. Restriction: The operations herein are limited to a transportation service to be performed under a continuing contract, or contracts, with Alan Wood Steel Co. of Conshohocken, Pa. NOTE: Applicant states that it presently holds authority to transport iron and steel products from the aforesaid plantsites to areas in New York, and Virginia, and all

points in Delaware, Maryland, New Jersey, and Pennsylvania, and the District of Columbia, and seeks no duplicate authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 124078 (Sub-No. 195), filed March 15, 1966. Applicant: SCHWERMANN TRUCKING CO., 611 South 28th Street, Milwaukee, Wis., 53246. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Limestone*, from Peebles, Ohio, to points in West Virginia and Kentucky (except Ashland, Ky.). NOTE: If a hearing is deemed necessary, applicant requests that it be held at Columbus, Ohio.

No. MC 124078 (Sub-No. 196), filed March 15, 1966. Applicant: SCHWERMANN TRUCKING CO., 611 South 28th Street, Milwaukee, Wis., 53246. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Cement*, from Lexington, Ky., to points in Ohio and Indiana. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Louisville, Ky.

No. MC 124078 (Sub-No. 197), filed March 11, 1966. Applicant: SCHWERMANN TRUCKING CO., 611 South 28th Street, Milwaukee, Wis., 53246. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Dry commodities*, in bulk, from points in Fulton County, Ga., to points in Alabama, Florida, Georgia, North Carolina, South Carolina, and Tennessee. NOTE: If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 124078 (Sub-No. 199), filed March 16, 1966. Applicant: SCHWERMANN TRUCKING CO., 611 South 28th Street, Milwaukee, Wis., 53246. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Fly ash*, in bulk, from Dayton, Ohio, to points in West Virginia and Pennsylvania, and (2) *fly ash*, in bags, from Dayton, Ohio, to points in West Virginia, Pennsylvania, Indiana, Kentucky, Illinois, and Michigan. NOTE: If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 124078 (Sub-No. 200), filed March 18, 1966. Applicant: SCHWERMANN TRUCKING CO., a corporation, 611 South 28th Street, Milwaukee, Wis., 53246. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Coal tar pitch, dry*, in bulk, from Ironton and Cleveland, Ohio, to points in Illinois, Indiana, Michigan, New York, Ohio, Pennsylvania, and West Virginia. NOTE: If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 124236 (Sub-No. 19), filed March 14, 1966. 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 the plantsite of Lone Star Cement Corp., located at or near Dallas, Tex., to points in Oklahoma, Arkansas, and Louisiana. NOTE: If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 124418 (Sub-No. 3), filed March 21, 1966. Applicant: D-H-R TRUCKING, INC., Harrisburg, Ill. Applicant's representative: Robert T. Lawley, 306-308 Reisch Building, Springfield, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Used earth moving and road building machinery and equipment and used mining machinery, equipment, materials and supplies*, between points in Alexander, Franklin, Gallatin, Hamilton, Hardin, Jackson, Johnson, Massac, Monroe, Perry, Pope, Pulaski, Randolph, Union, White, and Williamson Counties, Ill., and points in Illinois, Indiana, Kentucky, Missouri, and Ohio. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Springfield, Ill.

No. MC 124669 (Sub-No. 18), filed March 21, 1966. Applicant: TRANSPORT, INC., OF SOUTH DAKOTA, 1012 West 41st Street, Sioux Falls, S. Dak., 57107. Applicant's representative: Ronald B. Pitsenbarger, Post Office Box 396, Moorhead, Minn. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, from Sioux Falls, S. Dak., and points within 10 miles thereof, to points in Minnesota and Iowa. NOTE: Applicant states that no duplicating authority is sought. If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 124796 (Sub-No. 16), filed March 18, 1966. Applicant: CONTINENTAL CONTRACT CARRIER CORP., 7236 East Slauson, Los Angeles, Calif., 90022. Applicant's representative: J. Max Harding, Post Office Box 2028, Lincoln, Nebr., 68501. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Raw materials, supplies, component parts, and merchandise used in the manufacture of upholstery and carpet tacking rims, strips, and nails, adhesive cement, iron and steel doors and hardware therefor, mechanic hand tools, advertising materials, and racks and stands therefor*, from points in the United States (except Maine, Vermont, New Hampshire, Alaska, and Hawaii), to points in Los Angeles, Orange, and Riverside Counties, Calif., Clark County, Wash., Multnomah County, Oreg., and Montgomery County, Ohio, limited to a transportation service performed under a continuing contract with Roberts Consolidated Industries, Inc., City of Industry, Calif. NOTE: If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif.

No. MC 124987 (Sub-No. 5), filed March 14, 1966. Applicant: EARL L. BONSACK, 1129 Vine Street, La Crosse, Wis., 54601. Applicant's representative: Robert E. Joanis, 609-611 Exchange Build-



ing, La Crosse, Wis. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Building materials, including dimensional lumber, siding, plywood, windows and sills, insulation, millwork, floor tile, hardware, and roofing*, in shipper-owned trailers, for the account of Gibbons Construction, Inc., from the lumberyard in Owatonna, Minn., to various construction sites in La Crosse County, Wis.; Trempealeau County, Wis., south of Wisconsin Highway 54; Monroe County, Wis., west of Wisconsin Highway 27; Vernon County, Wis., west of Wisconsin Highways 27 and 61, and north of Wisconsin Highway 56. NOTE: If a hearing is deemed necessary, applicant requests it be held at La Crosse, Wis.

No. MC 125152 (Sub-No. 2), filed March 10, 1966. Applicant: CHARLES WILLIAM KOONTZ, R.F.D. No. 2, Post Office Box E, Union Bridge, Md., 21791. Applicant's representative: Donald E. Freeman, 172 East Green Street, Post Office Box 880, Westminster, Md., 21157. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Men's suits and coats on hangers, from Union Bridge, Md., to Cleveland, Ohio, and returned clothing hangers and cut suit and coat goods, on return*. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 125506 (Sub-No. 6), filed February 25, 1966. Applicant: JOSEPH ELETTO TRANSFER, INC., 31 West St. Marks Place, Valley Stream, N.Y. Applicant's representative: Morris Honig, 150 Broadway, New York, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Merchandise as is dealt in by retail specialty shops, dealing primarily in wearing apparel (excluding new furniture and appliance items), (1) from shipper's stores, warehouses, and retail consumer patrons located at points in New Jersey, to shipper's vendors, located at New York, N.Y., and points in Nassau, and Suffolk Counties, N.Y., (2) between shipper's stores and warehouses located at New York, N.Y., Springfield, N.J., and points in Pennsylvania, and (3) from shipper's stores and warehouses located at New York, N.Y., to shipper's retail consumer patrons located at points in New Jersey, under a continuing written contract with Saks Fifth Avenue, only*. NOTE: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 125640 (Sub-No. 2), filed March 10, 1966. Applicant: ATLANTIC-PACIFIC DRIVE-AWAYS, INC., 51 East 42d Street, New York, N.Y. Applicant's representative: S. Harrison Kahn, 733 Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used passenger automobiles, in driveaway service, (1) from points in Nassau, Suffolk, Westchester, Rockland, Putnam, Dutchess, Sullivan, Orange, and Ulster Counties, N.Y., and the city of New York, N.Y., including points in its commercial zone as*

defined by the Commission, points in that part of Connecticut on and west of U.S. Highway 5, points in New Jersey on and north of New Jersey Highways 530 and 338, including points on the named highways to points in Alabama, Arizona, California, Colorado, Florida, Georgia, Illinois, Louisiana, Mississippi, New Mexico, Texas, Nevada, Washington, Oregon, Utah, Oklahoma, Arkansas, Missouri, Wisconsin, Minnesota, and Michigan, and (2) from points in California, Florida, Colorado, Arkansas, Arizona, Texas, and Illinois, to points in New York, New Jersey, Rhode Island, Connecticut, and Massachusetts. NOTE: Applicant states no duplicating authority is sought in (1) above. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 125686 (Sub-No. 2), filed March 21, 1966. Applicant: EAST COAST TRANSPORT COMPANY, INCORPORATED, St. Paul Street, Post Office Box 1296, Goldsboro, N.C. Applicant's representative: William Addams, Room 620, 1776 Peachtree Street NW., Atlanta, Ga., 30309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas, in bulk, in tank vehicles, (1) from pipeline terminals or storage facilities at or near Cheraw, S.C., to points in Gaston, Mecklenburg, Cabarrus, Rowan, Davidson, Guilford, and Rockingham Counties, N.C., and points in North Carolina east thereof; and (2) from pipeline terminals or storage facilities at or near Apex and Goldsboro, N.C., to points in Pittsylvania, Campbell, Amherst, Nelson, Buckingham, Cumberland, Powhatan, Chesterfield, Henrico, New Kent, James City, York, and Nansemond Counties, Va., and points in Virginia east and south thereof*. NOTE: If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C.

No. MC 125777 (Sub-No. 89), filed March 21, 1966. Applicant: JACK GRAY TRANSPORT, INC., 3200 Gibson Transfer Road, Hammond, Ind. Applicant's representative: Carl L. Steiner, 39 South La Salle Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Aluminum and zinc ingots and sows, in bulk, in dump vehicles, from Benton Harbor, Mich., to points in Illinois*. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Chicago, Ill.

No. MC 126039 (Sub-No. 3), filed March 16, 1966. Applicant: MORGAN TRANSPORTATION SYSTEM, INC., U.S. Highways 6 and 15, New Paris, Ind. Applicant's representative: Walter F. Jones, Jr., 601 Chamber of Commerce Building, Indianapolis, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel, and iron and steel articles, between points in Ohio, Illinois, Indiana, Michigan, New York, Pennsylvania, Wisconsin, Kentucky, and West Virginia*. NOTE: If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 126881 (Sub-No. 2), filed March 3, 1966. Applicant: RICHARD B. RUDY, INC., 203 Linden Avenue, Frederick, Md. Applicant's representative: Eston H. Alt, Post Office Box 81, Winchester, Va., 22601. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fruit juices and concentrates and dairy products (restricted against the transportation of canned goods), limited to a transportation service to be performed under a continuing contract, or contracts, with the Capitol Milk Producers Cooperative, from Frederick, Md., to Fredericksburg, Richmond, Petersburg, and Norfolk, Va.* NOTE: If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 126855 (Sub-No. 2), filed March 16, 1966. Applicant: STERLING TRUCKING, INC., Kenney Place, Saddle Brook, N.J. Applicant's representative: Morris Honig, 150 Broadway, New York, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Cans and pails, from Saddle Brook, N.J., to points in Connecticut, Delaware, Illinois, Indiana, Maryland (except Baltimore), Massachusetts, Michigan, Maine, New Hampshire, New York (except New York, N.Y., and points in Nassau, Suffolk, and Westchester Counties, N.Y.), Ohio, Pennsylvania (except Philadelphia), Rhode Island, Vermont, Virginia, and West Virginia, and the District of Columbia, and returned, rejected or refused shipments, on return, restricted to a service to be performed for Fein Container Corp., Saddle Brook, N.J., under a continuing written contract*. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 126899 (Sub-No. 19), filed March 17, 1966. Applicant: USHER TRANSPORT, INC., 1415 South Third Street, Paducah, Ky. Applicant's representative: George M. Catlett, Suite 703-706, McClure Building, Frankfort, Ky., 40601. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid and invert sugar and blends thereof, from Louisville, Ky., to points in Kentucky, West Virginia, Ohio, Virginia, and Tennessee, and points in Indiana and Illinois on and south of U.S. Highway 40*. NOTE: If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky.

No. MC 126899 (Sub-No. 20), filed March 21, 1966. Applicant: USHER TRANSPORT, INC., 1415 South Third Street, Paducah, Ky. Applicant's representative: George M. Catlett, Suite 703-706, McClure Building, Frankfort, Ky., 40601. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages in containers from Peoria, Ill., Milwaukee, Wis., and Detroit, Mich., to points in Marion County, Ky.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky.

No. MC 127036 (Sub-No. 1), filed March 17, 1966. Applicant: FREDDIE



E. WIBLE AND ALMA L. WIBLE, a partnership, doing business as HIRAM WIBLE & SON, Three Springs, Pa. Applicant's representative: Leonard R. Apfelbaum, Arch at Second, Sunbury, Pa., 17801. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal*, from Broad Top City, Pa., and an area of 10 airline miles thereof, to points in Washington, County, Md. NOTE: If a hearing is deemed necessary, applicant requests it be held at Harrisburg, Pa.

No. MC 127042 (Sub-No. 14), filed March 20, 1966. Applicant: HAGEN, INC., 4120 Floyd Avenue, Sioux City, Iowa. Applicant's representative: J. Max Harding, Box 2028, Lincoln, Nebr., 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts, and articles distributed by meat packinghouses* as described in sections A and C, appendix I in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 276 (except hides and commodities in bulk in tank vehicles), from Bureau, Ill., to points in Iowa and Austin, Minn. NOTE: Applicant states the above operations are restricted to traffic originating at the plantsite and/or cold storage facilities utilized by the George A. Hormel & Co. at or near Bureau, Ill. Applicant is also authorized to conduct operations as a contract carrier in Permit No. MC 115915 and subs thereunder, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 127093 (Sub-No. 2), filed March 18, 1966. Applicant: BASIL J. SMEESTER AND JOSEPH G. SMEESTER, a partnership, doing business as SMEESTER BROTHERS TRUCKING, 1330 South Jackson Street, Iron Mountain, Mich. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, namely, beer and ale, from South Bend, Ind., Chicago, Ill., and Milwaukee and Oshkosh, Wis., to Iron Mountain, Mich., and Aurora, Wis. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Lansing, Mich.

No. MC 127233 (Sub-No. 3), filed March 16, 1966. Applicant: J. HERBERT CARTER, Queenstown, Md., 21658. Applicant's representative: Charles McD. Gillan, Jr., 315 Glen Rae Drive, Baltimore, Md., 21228. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chilled orange juice*, in bulk, in insulated tank vehicles, from Queenstown, Md., to New York, N.Y., and *rejected shipments*, on return. NOTE: If a hearing is deemed necessary, applicant requests it be held at Baltimore, Md.

No. MC 127253 (Sub-No. 26), filed March 17, 1966. Applicant: GRACE LEE CORBETT, doing business as R. A. CORBETT TRANSPORT, Post Office Box 86, Lufkin, Tex. Applicant's representative: Ewell H. Muse, Jr., Suite 415, Perry Brooks Building, Austin, Tex., 78701. Authority sought to operate as a *common carrier*, by motor vehicle, over

irregular routes, transporting: *Resins, synthetic, liquid and dry*, in bulk, from the plantsite of National Polychemicals, Inc., Lufkin, Tex., to points in Indiana, restricted to traffic originating at the plantsite named above. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Shreveport, La., or Houston, Tex.

No. MC 127557 (Sub-No. 2), filed March 17, 1966. Applicant: COMMERCIAL TRANSPORTATION, INC., 856 Warner Street, SW., Atlanta, Ga., 30310. Applicant's representative: Virgil H. Smith, 213 Mark Building, Atlanta, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, from Peoria, Ill.; South Bend, Ind.; St. Louis, Mo.; Norfolk, Va.; Newark, N.J.; Milwaukee, Wis.; Pittsburgh, Pa.; and Baltimore, Md.; to points in Georgia, and *empty containers, bottles, or barrels, and refused or rejected shipments*, on return. NOTE: If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 127567 (Sub-No. 1), filed March 18, 1966. Applicant: SMITH AND WEEKS, INC., Main Street, Mars Hill, Maine. Applicant's representative: David B. Griffiths, 505 Main Street, Presque Isle, Maine. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Rock salt*, in bulk, in seasonal operations between September 15 and April 1, between the port of entry on the international boundary line between the United States and Canada, located at Bridgewater, Maine, and points in Aroostook and Washington Counties, Maine. NOTE: If a hearing is deemed necessary, applicant requests it be held at Presque Isle, Maine.

No. MC 127689 (Sub-No. 2) (Amendment), filed January 6, 1966, published in FEDERAL REGISTER, issue of February 10, 1966, amended March 21, 1966, and republished as amended this issue. Applicant: PASCAGOULA DRAYAGE CO., a corporation, Post Office Box 1326, Hattiesburg, Miss. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Food*, cooked, cured, preserved, prepared, or frozen in containers, in barrels or boxes, from points in Copiah, Covington, George, Greene, Hinds, Jones, Madison, Rankin, and Union Counties, Miss., to points in the United States (except Alaska and Hawaii), and *exempt commodities*, on return, to points in Mississippi and Louisiana; (2) *proprietary antifreeze or engine coolant preparations, or proprietary deicing preparations, or antifreezing compound*, from Mapleton, Ill., to points in Mississippi; (3) *feed, animal, fish or poultry, prepared or feed supplements or feed ingredients* without or containing antibiotics or vitamins, in containers, in barrels or boxes, or in bulk, bags, barrels, boxes, or pails, or in fused or pressed blocks, from Springfield, Mo., to points in Mississippi; (4) *egg cases or carriers, fiberboard, pulpboard or strawboard, knockdown or setup, empty or each containing not to exceed its equipment of fillers*, from Memphis, Tenn., to Canton, Collins, and New Albany, Miss;

(5) *cartons, egg case or egg carrier, molded pulp, nested, in boxes or in wrapped packages in boxes, fiberboard or paperboard, flat or folded flat in packages, from Dallas, Tex., to Canton, Collins, and New Albany, Miss;* (6) *feed ingredients*, from Chicago Heights, Ill., to Bouie, Hattiesburg, New Albany, and Van Winkle, Miss.; (7) *salt, livestock, medicated, in packages, or in blocks, from Durant, Okla., to points in Mississippi and Louisiana;* (8) *tires, pneumatic, and tire tubes*, from Atlanta, Ga., to New Albany and Canton, Miss.; and (9) *potash*, in bags, from points in New Mexico to points in Louisiana and Mississippi. NOTE: The purpose of this republication is to more clearly set forth the proposed operation. Applicant states that it is affiliated with West Brothers, Inc., MC 3009 and subs thereunder; therefore, common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss.

No. MC 127832 (Sub-No. 1), filed March 17, 1966. Applicant: C & S TRANSFER, INC., Post Office Box 5249, Macon, Ga. Applicant's representative: William Addams, Room 620, 1776 Peachtree Street, NW., Atlanta, Ga., 30309. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs, and supplies, and equipment used in the operation of cafeterias and restaurants*, for the account of State Wholesale Foods, Inc., between Macon, Ga., Aiken, Charleston, Columbia, Greenville, and Walterboro, S.C., Bradenton, Clearwater, Daytona Beach, Jacksonville, Ocala, Ormond Beach, St. Petersburg, Tampa, West Palm Beach, and Winter Park, Fla. NOTE: If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 127865 (Amendment), filed January 19, 1966, published in FEDERAL REGISTER issue of February 17, 1966, amended March 21, 1966, and republished as amended this issue. Applicant: SAFEWAY TRUCKING CORPORATION, Building 221, McLester Street, Elizabeth, 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: *Foodstuffs*, other than frozen (except commodities in bulk), from the site of the East Coast Warehouse and Distribution Corp., Elizabeth, N.J., to points in Suffolk County, N.Y. NOTE: The purpose of this republication is to more clearly set forth the proposed operation. Applicant has common carrier authority under MC 105940 and Subs thereunder, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Newark, N.J., or New York, N.Y.

No. MC 127884 (Sub-No. 2), filed January 24, 1966. Applicant: ELVIN J. KENDA, doing business as GALLATIN CANYON LINES, 717 North Tracy Street, Bozeman, Mont. Applicant's representative: Hugh Sweeney, Billings State Bank Building, Billings, Mont., 59101. Authority sought to operate as a *common carrier*, by motor vehicle, over regu-



lar routes, transporting: *General commodities* (except commodities in bulk, and household goods as defined by the Commission), between Bozeman, Mont., and West Yellowstone, Mont., over U.S. Highway 191, serving all intermediate points and all dude ranches and guest ranches within five (5) miles of U.S. Highway 191, as off-route points, restricted to traffic having a prior or subsequent out-of-State movement. NOTE: If a hearing is deemed necessary, applicant requests it be held at Bozeman, Mont.

No. MC 127895 (Sub-No. 1), filed March 17, 1966. Applicant: G. E. DeJARNETTE and RICHARD M. DeJARNETTE, a partnership, doing business as DeJARNETE BROTHERS, Route 3, Nathalie, Va. Applicant's representative: Henry W. McLaughlin, Jr., Halifax, Va. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bagged fertilizer*, (1) from Winston-Salem, N.C., to points in Franklin, Henry, Pittsylvania, and Halifax Counties, Va.; and (2) from Greensboro, N.C., to points in Franklin, Henry, Halifax, Pittsylvania, Campbell, Charlotte, Mecklenburg, Lunenburg, Nottoway, Cumberland, Prince Edward, and Appomattox Counties, Va. NOTE: If a hearing is deemed necessary, applicant requests it be held at Richmond, Va.

No. MC 127915 (Sub-No. 1), filed March 4, 1966. Applicant: C & W TRUCKING, INC., 2017 East Colfax Avenue, Denver, Colo. Applicant's representative: Raymond B. Danks, 401 First National Bank Building, Denver, Colo. Authority sought to operate as a *contract carrier*, by motor vehicle, over regular routes, transporting: *Potato chips and snack food and their containers*, for the account of Red Seal, Inc., of Denver, Colo., and *returned shipments*, on return, between Denver, Colo., and Cheyenne, Wyo., over U.S. Highways 85 and 87, serving no intermediate points. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Denver, Colo.

No. MC 127958 (Sub-No. 1), filed March 16, 1966. Applicant: K & C TRANSPORTATION CORP., 2050 Duke Street, Alexandria, Va. Applicant's representative: Robert J. Gallagher, 111 State Street, Boston, Mass., 02109. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Rocket motors*, weighing not more than 5 pounds, from Springfield, Va., to Fort McAllister, Okla., and (2) *component parts of rocket motors*, weighing not more than five (5) pounds, from points in Pennsylvania, Michigan, Indiana, Illinois, New Jersey, Ohio, and New York, to Springfield, Va. Restriction: The proposed service to be performed under a continuing contract with Applied Science Industry, Inc., of Falls Church, Va. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 127972 (Correction), filed February 15, 1966, published FEDERAL REGISTER issue of March 10, 1966, and republished as corrected this issue. Appli-

cant: CAMPAGNE TRUCKING CO., 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: The purpose of this republication is to correct applicant's name as shown above, in lieu of, Campagne Trucking, Inc. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 128018, filed March 7, 1966. Applicant: VAN DYKE TRUCKING, INC., 4223 Maynard Avenue South, Seattle, Wash., 98108. Applicant's representative: John Ranquet, 817 Artic Building, Seattle 4, Wash. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, transportation of which because of size or weight requires use of special equipment, between points in Washington, Oregon, and Idaho, and the ports of entry on the international boundary line between the United States and Canada located in Washington, and Idaho. NOTE: If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 128021, filed March 11, 1966. Applicant: DIVERSIFIED PRODUCTS TRUCKING CORPORATION, 306 Columbus Parkway, Opelika, Ala. Applicant's representative: Robert E. Tate, Suite 2025-2028, City Federal Building, Birmingham, Ala., 35203. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Physical fitness, gymnastic, athletic and sporting goods equipment, ping pong tables, exer-cycles and boat anchors*, from the plantsites of Diversified Products Corp. located at or near Opelika, Ala., to points in the United States (excluding Alaska and Hawaii); and (2) *equipment, materials, and supplies used in the manufacture and distribution of physical fitness, gymnastic, athletic and sporting goods equipment, ping pong tables, exer-cycles and boat anchors*, from points in the United States (excluding Alaska and Hawaii), to the plantsites of Diversified Products Corp. located at or near Opelika, Ala. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Montgomery or Birmingham, Ala.

No. MC 128022 (Sub-No. 1), filed March 16, 1966. Applicant: J. C. L. D. TRUCKING CORP., 67 East Avenue, Lawrence, N.Y. 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: *Steel*, between the plantsite of Meldon Steel Co., Inc., located at

Westbury, N.Y., on the one hand, and, on the other, Philadelphia, Harrisburg, and Mechanicsburg, Pa., Boston and Worcester, Mass., Norfolk and Portsmouth, Va., Kittery, Maine, Albany, Buffalo, Rochester, Syracuse, and Utica, N.Y., Charleston, S.C., Bayonne, Elizabeth, Roselle, and Bordentown, N.J., Hartford and Meriden Conn., Portsmouth, N.H., Columbus, Ohio, Memphis, Tenn., 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 128023, filed March 17, 1966. Applicant: ROBERT G. SCHNUCKLE, doing business as B. & B. TRUCKING COMPANY, 2102 West 5th Street, Duluth, Minn. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, dealt in by mail order and retail stores, from Duluth, Minn., to points in Douglas, Bayfield, Burnett, Washburn, and Sawyer Counties, Wis., and *trade-in, rejected, repossessed or damaged merchandise*, on return. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Minneapolis, Minn.

No. MC 128024, filed March 15, 1966. Applicant: BUILDING TRANSPORTATION COMPANY, a corporation, 422 Maple Street, Richardson, Tex. Applicant's representative: Hugh T. Matthews, 630 Fidelity Union Tower, Dallas, Tex., 75201. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Portable buildings*, between points in Texas, Arkansas, Oklahoma, Louisiana, and Mississippi, under a continuing contract with Morgan Portable Building Company. NOTE: If a hearing is deemed necessary, applicant requests that it be held at Dallas, Tex.

No. MC 128025, filed March 8, 1966. Applicant: CHARLES PACEK, Star Route, Doylestown, Pa., 18901. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Building stone*, in dump vehicles, from Lumberville, Pa., to points in New Jersey, New York, Connecticut, Massachusetts, Delaware, Maryland, Virginia, West Virginia, Ohio, Indiana, and Michigan. NOTE: If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 128029 (Sub-No. 1), filed March 21, 1966. Applicant: DON PYLE, doing business as PYLE TRUCK LINE, Schaller, Iowa. Applicant's representative: Charles J. Kimball, Box 2028, Lincoln, Nebr., 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Clay targets, lead shot, shotgun shells, and nonexplosive shell components*, from St. Louis, Mo., to points in Iowa. NOTE: Applicant states it will transport exempt commodities on return. If a hearing is deemed necessary, applicant requests that it be held at Sioux City, Iowa.

No. MC 128032, filed March 18, 1966. Applicant: WHEAT LAND GRAIN & TRUCKING, INC., Post Office Box 538,



Detroit Lakes, Minn. Applicant's representative: Alan Foss, First National Bank Building, Fargo, N. Dak., 58102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Animal feed, poultry feed, and feed ingredients*, (1) from Mankato, Minn., and Belmont, Montpelier, and Muscatine, Iowa, to ports of entry on the international boundary line between the United States and Canada located in Minnesota, North Dakota, and Montana, and (2) from Savage and Minneapolis, Minn., to ports of entry on the international boundary line between the United States and Canada located in Minnesota. NOTE: Applicant states that Andrew Gabor, president and principal stockholder of applicant is also president and principal stockholder of Gabor Trucking, Inc., a common carrier in MC 118838, Sub 3, and states that if this application is granted, such authority will be surrendered for cancellation. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 128033, filed March 11, 1966. Applicant: GERALD H. FOGLE, EDNA L. FOGLE AND STEADMAN S. STAHL, JR., a partnership, doing business as SECURITY AUTO FORWARDING, 819 Southeast Fourth Street, Fort Lauderdale, Fla. Applicant's representative: Frank J. Kerwin, Jr., 1800 Buhl Building, Detroit, Mich., 48226. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used passenger automobiles*, in secondary movements, in driveaway service, (1) between Florida on the one hand, and on the other, points in Michigan, Ohio, Illinois, New York, New Jersey, Connecticut, Massachusetts, Pennsylvania, Wisconsin, Iowa, and Missouri, and (2) between points in Alabama, Connecticut, Georgia, Florida, Indiana, Illinois, Iowa, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Ohio, Pennsylvania, New Hampshire, New Jersey, New York, Virginia, Rhode Island, West Virginia, and Wisconsin, restricted to traffic having an immediately prior or subsequent movement by rail. NOTE: Applicant states in connection with (2) above he proposes to enter into a "plan" with rail carriers for consolidating the traffic into carload quantities for furtherance by rail. If a hearing is deemed necessary, applicant requests it be held at Miami, Fla., or Detroit, Mich.

No. MC 128034, filed March 18, 1966. Applicant: JAMES C. MAYO and H. B. HUDSPETH, a partnership, doing business as MAY-HUD EXPRESS, Post Office Box 509, Louisville, Miss. Applicant's representative: James C. Mayo (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual values, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between Louisville, Miss., and Meridian, Miss., as follows: From Louisville over Mississippi Highway 15 to junction Mississippi Highway 19, thence over Missis-

issippi Highway 19 to Meridian, and return over the same route, serving no intermediate points; and (2) between Louisville, Miss., and Memphis, Tenn., as follows: From Louisville, over Mississippi Highway 15 to Ackerman, Miss., thence over Mississippi Highway 9 to Eupora, Miss., thence over U.S. Highway 82 to Winona, Miss., thence over U.S. Highway 51 to Grenada, Miss., thence over Interstate Highway 55 to Memphis, Tenn., and return over the same route, serving no intermediate points. NOTE: If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss.

No. MC 128035, filed March 18, 1966. Applicant: RONALD F. HAMMOND, 13 Union Street, Windsor, Vt. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Concrete pipe, cement and cinder blocks, verite blocks, concrete manholes and catch basins*, (1) from points in Massachusetts to points in New Hampshire and Vermont, and (2) between points in New Hampshire and Vermont. NOTE: If a hearing is deemed necessary, applicant requests it be held at Montpelier, Vt.

No. MC 128037, filed March 21, 1966. Applicant: JAMES E. BARTRAM, doing business as BARTRAM TRUCK LINE, Berwick, Kans. Applicant's representative: John E. Jandera, 641 Harrison Street, Topeka, Kans., 66603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Twine*, from St. Joseph and Kansas City, Mo., to points in Brown and Nemaha Counties, Kans.; (2) *agricultural chemicals, fertilizer* (except in bulk), from St. Joseph and Kansas City, Mo., to points in Brown and Nemaha Counties, Kans.; and (3) *feed and feed ingredients* (except in bulk), from Omaha, Nebr., to points in Brown and Nemaha Counties, Kans. NOTE: Applicant states that he intends to transport exempt commodities on return. If a hearing is deemed necessary, applicant requests that it be held at Topeka, Kans.

No. MC 128041, filed March 24, 1966. Applicant: HARVEY E. BARDSLEY, doing business as NIGHT OWL TRANSPORT, 918 Third Street, Council Bluffs, Iowa. Applicant's representative: J. Max Harding, 605 South 14th Street, Post Office Box 2028, Lincoln, Nebr. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Washing machines*, from Newton, Iowa, to Fremont, Lincoln, Nebraska City, and Omaha, Nebr., (2) *washing machine parts and repairs*, from Newton, Iowa, to Omaha, Nebr. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

#### MOTOR CARRIERS OF PASSENGERS

No. MC 1515 (Sub-No. 98), filed March 18, 1966. Applicant: GREYHOUND LINES, INC., Room 1500, 140 South Dearborn Street, Chicago, Ill. Applicant's representative: L. C. Major, Jr., 2001 Massachusetts Avenue NW., Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor

vehicle, over regular routes, transporting: *Passengers and their baggage, and express, and newspapers*, in the same vehicle with passengers, (1) between Wyoming, R.I., at or near junction Rhode Island Highways 3 and 138 and Hyannis, Mass.; from Wyoming over Rhode Island Highway 138 and Jamestown Ferry to Newport, R.I., thence over Rhode Island Highway 138 to the Rhode Island-Massachusetts State line, thence over Massachusetts Highway 138 to Fall River, Mass., thence over U.S. Highway 6 to junction Massachusetts Highway 132, and thence over Massachusetts Highway 132 to Hyannis, and return over the same route, (2) between junction Rhode Island Highways 138 and 177 and junction U.S. Highway 6 and Massachusetts Highway 177; from junction Rhode Island Highways 138 and 177 over Rhode Island Highway 177 to Rhode Island-Massachusetts State line, and thence over Massachusetts Highway 177 to junction U.S. Highway 6, and return over the same route, (3) between Providence and Newport, R.I.; from Providence over Rhode Island Highway 114 to junction Rhode Island Highway 138, and thence over Rhode Island Highway 138 to Newport, and return over the same route, (4) between Providence, R.I., and Fall River, Mass., over Interstate Highway 95, and (5) between junction U.S. Highway 6 and Massachusetts Highway 28 and Woods Hole, Mass., over Massachusetts Highway 28, serving all intermediate points in (1) through (5) above. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Providence, R.I.

No. MC 13028 (Sub-No. 9), filed March 18, 1966. Applicant: THE SHORT LINE, INC., 404 Fountain Street, Post Office Box 1116 Annex, Providence, R.I. Applicant's representative: S. Harrison Kahn, Suite 733, Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express, mail, and newspapers* in the same vehicle with passengers, between New York, N.Y., and New Haven, Conn., over Interstate Highway 95, and return over the same route, serving all intermediate points and the necessary access roads to and from Interstate Highway 95 to serve intermediate points through which Interstate Highway 95 traverses. NOTE: Common control may be involved. Applicant states that it intends to tack this authority with its existing authority and that being acquired. If a hearing is deemed necessary, applicant requests it be held at Providence, R.I.

No. MC 13028 (Sub-No. 10), filed March 18, 1966. Applicant: THE SHORT LINE, INC., 404 Fountain Street, Providence, R.I. Applicant's representative: S. Harrison Kahn, Suite 733, Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express and newspapers*, in the same vehicle with passengers, between Westerly and King-



ston, R.I.; from Westerly over Rhode Island Highway 91 to junction unnumbered Rhode Island Highway at Carolina, R.I., thence south and east over unnumbered Rhode Island Highway through Village of Shannock, R.I., thence over unnumbered Rhode Island Highway to junction Rhode Island Highway 2, thence over Rhode Island Highway 2 to junction Rhode Island Highway 138, and thence easterly over Rhode Island Highway 138 to Kingston, and return over the same route, serving all intermediate points. NOTE: Applicant states it proposes to tack this authority with its existing authority wherein it is authorized to operate in the States of Rhode Island, Massachusetts and Connecticut. If a hearing is deemed necessary, applicant requests it be held at Providence, R.I.

No. MC 30787 (Sub-No. 4), filed March 18, 1966. Applicant: NIAGARA SCENIC BUS LINES, INC., 328 Main Street, Niagara Falls, N.Y. Applicant's representative: S. Harrison Kahn, Suite 733, Investment Building, Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, in special operations in round-trip sightseeing, or pleasure tours, between Buffalo Municipal Airport at or near Cheektowaga, N.Y., and Niagara Falls, N.Y.: From Buffalo Municipal Airport at or near Cheektowaga, N.Y., over Airport Access Road to New York Highway 33 (Genesee Street), thence west on New York Highway 33 to junction New York Highway 18B, thence over New York Highway 18B to junction New York Highway 324 (Sheridan Drive), thence west on New York Highway 324 to junction U.S. Highway 62, thence over U.S. Highway 62 to Niagara Falls, N.Y., and return over the same route, serving all intermediate points. NOTE: Applicant states he intends to tack the authority sought herein with its existing authority. NOTE: If a hearing is deemed necessary, applicant requests it be held at Buffalo, N.Y.

No. MC 77066 (Sub-No. 14), filed March 17, 1966. Applicant: ORSON LEWIS, JOSEPH M. LEWIS, EXECUTOR, doing business as LEWIS BROS. STAGES, 360 South West Temple, Salt Lake City, Utah. Applicant's representative: Irene Warr, 410 Judge Building, Salt Lake City, Utah, 84111. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express* in the same vehicle, between Salt Lake City, Utah and Park City, Utah: From Salt Lake City over U.S. Highway 40 to Kimball's Junction thence over Utah Highway 248 to Park City, and return over the same route, serving all intermediate points. NOTE: If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, Utah.

No. MC 94742 (Sub-No. 32), filed March 15, 1966. Applicant: MICHAUD BUS LINES, INC., 250 Jefferson Avenue, Salem, Mass. Applicant's representative: Frank Daniels, 15 Court Square,

Boston, Mass., 02108. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, express, newspapers and mail* in the same vehicle with passengers, (1) between Sanford, Maine, and Dover, N.H.: From Sanford over Maine Highway 109 to South Sanford, thence over Maine Highway 4 to North Berwick, thence over Maine Highway 4 to South Berwick, thence over New Hampshire Highway 4 to Dover, N.H., and return over the same route, serving all intermediate points, and (2) between North Berwick, Maine, and Somersworth, N.H.: From North Berwick over Maine Highway 9 to Berwick, thence over unnumbered highway to Somersworth, N.H., and return over the same route, serving all intermediate points. NOTE: If a hearing is deemed necessary, applicant requests it be held at Dover, N.H.

No. MC 107583 (Sub-No. 35), filed March 22, 1966. Applicant: SALEM TRANSPORTATION CO., INC., 113 West 42d Street, Suite 1004, New York, N.Y., 10036. Applicant's representative: George H. Rosen, 265 Broadway, Monticello, N.Y., 12701. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in special operations, in one-way and round trip charter service, transporting not more than 11 passengers in any one vehicle, not including the driver, (1) between LaGuardia Airport and John F. Kennedy International Airport, New York, N.Y., on the one hand, and, on the other, Philadelphia International Airport, Philadelphia, Pa.; McGuire Air Force Base, N.J., Wrightstown, N.J.; and points in the Townships of New Hanover, North Hanover, and Pemberton, in Burlington County, N.J.; (2) between Philadelphia International Airport, Philadelphia, Pa., on the one hand, and, on the other, McGuire Air Force Base, N.J., Wrightstown, N.J., and points in the Townships of New Hanover, North Hanover, and Pemberton, in Burlington County, N.J.; (3) between McGuire Air Force Base, N.J., and Philadelphia International Airport, Philadelphia, Pa., on the one hand, and, on the other, New York, N.Y.; and (4) between LaGuardia Airport and John F. Kennedy International Airport, New York, N.Y., on the one hand, and, on the other, Philadelphia, Pa., restricted to the movements of airline crews not exceeding 11 passengers besides the driver in any one vehicle. NOTE: Applicant states that he proposes to transport airline crews in charter movements between the airports indicated and also between such airports and points in the cities of New York, N.Y., and Philadelphia, Pa., where such crews may originate or terminate, prior or subsequent to an air trip, or where such crews may be located for rest periods. If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 128026, filed March 10, 1966. Applicant: EARL W. SWOPE AND JACK W. SWOPE, a partnership, doing

business as SWOPE FARM AND LIVE-STOCK COMPANY, Cimarron, N. Mex. Applicant's representative: William Federici, 350 East Palace Avenue, Santa Fe, N. Mex., 87501. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in special and seasonal operations, from May 15 to September 15 each year, between the Philmont Scout Ranch, three miles southwest of Cimarron, N. Mex., and Trinidad, Colo. NOTE: If a hearing is deemed necessary, applicant requests it be held at Santa Fe, N. Mex.

## APPLICATION FOR BROKERAGE LICENSE

No. MC 12984, filed February 28, 1966. Applicant: ANNA TREYLINEK, 3692 Meadow Lane, Library, Pa., 15129. Applicant's representative: Frederick L. Kiger, Gaant Building, Pittsburgh, Pa. For a license (BMC 5) to engage in operations as a broker at Library, Pa., in arranging for the transportation, in interstate or foreign commerce of *passengers and their baggage*, in special and charter operations, beginning and ending at points in Allegheny County, Pa., and extending to points in the United States, including points on the international boundary line between the United States and Canada, and the international boundary line between the United States and Mexico. NOTE: Applicant states that the above-proposed operation is to be on a personal escort service basis. NOTE: If a hearing is deemed necessary, applicant did not specify a location.

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

No. MC 43654 (Sub-No. 64), filed March 14, 1966. Applicant: DIXIE OHIO EXPRESS, INC., 237 Fountain Street, Post Office Box 750, Akron 9, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except perishables, livestock, petroleum and its products, in tank trucks, coal, sand, gravel, grain, household goods as defined by the Commission, classes A and B explosives, and those requiring special equipment), (1) from junction U.S. Highway 41 and U.S. Highway 72 over U.S. Highway 72 to Huntsville, Ala., thence over alternate U.S. Highway 72 (Alabama Highway 20) to junction U.S. Highway 31, and return over the same route, serving no intermediate or off-route points, as an alternate route for operating convenience only, in connection with applicant's regular route authority. Restriction: No service may be rendered over this route on traffic which originates at, is destined to, or is interchanged at points in Georgia, or Tennessee, on the one hand, and, on the other, Decatur, Ala., or its commercial zone, (2) from junction U.S. Highway 31W and Kentucky Highway 90 over Kentucky Highway 90 to Glasgow, Ky., and return over the same route, serving no intermediate or off-route points, as an alternate route for operating convenience only, in connection with applicant's regular route author-



ity, (3) from junction U.S. Highway 31W and U.S. Highway 68 over U.S. Highway 68 to Glasgow, Ky., and return over the same route, serving no intermediate or off-route points, as an alternate route for operating convenience only, in connection with applicant's regular route authority, (4) from Bowling Green, Ky., over U.S. Highway 231 to Scottsville, Ky., and return over the same route, serving no intermediate or off-route points, as an alternate route for operating convenience only, in connection with applicant's regular route authority, (5) from Rome, Ga., over Georgia Highway 20 to junction Alabama Highway 9 to Centre, Ala., thence over U.S. Highway 411 to Gadsden, Ala., and return over the same route, serving no intermediate or off-route points, as an alternate route for operating convenience only, in connection with applicant's regular route authority.

Restriction: No service may be rendered over this route on traffic which originates at, is destined to, or is interchanged at points in Clayton, Cobb, De Kalb, Douglas, Fayette, Fulton, Gwinnett, Henry, Paulding, and Rockdale Counties, Ga., (6) from Knoxville, Tenn., over Interstate Highway 40 to junction Tennessee Highway 61, and return over the same route serving no intermediate or off-route points except junction U.S. Highway 27 (a service route authorizing service at all intermediate points, including this junction) and Tennessee Highway 61, which is for purposes of joinder only. Restriction: This route is limited to traffic moving in connection with applicant's regular-route operation between Knoxville, Tenn., on the one hand, and on the other, Chattanooga, Tenn., and Cincinnati, Ohio.

No. MC 53965 (Sub-No. 50), filed March 18, 1966. Applicant: GRAVES TRUCK LINE, INC., Salina, Kans. Applicant's representative: John E. Jandera, 641 Harrison Street, Topeka, Kans., 66603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities requiring refrigeration*, between points in Kansas. NOTE: Applicant states it has pending an application in its Sub 40 and the purpose of this application is to insert the commodity description which was inadvertently left off of the Sub 40 application.

No. MC 106485 (Sub-No. 10), filed March 15, 1966. Applicant: LEWIS TRUCK LINES, INC., Post Office Box 642, Lisbon, N. Dak. 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, commodities requiring special equipment, and those injurious or contaminating to other lading), 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 ½ mile south of junction Minnesota Highways 49 and 55, as off-route points in connection with applicant's regular route operations.

No. MC 111103 (Sub-No. 16), filed March 21, 1966. Applicant: PROTECTIVE MOTOR SERVICE COMPANY, INC., 725-29 South Broad Street, Philadelphia, Pa., 19147. Applicant's representative: Peter Platten, Land Title Building, Philadelphia, Pa., 19110. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Checks, coupons, and all types of bank papers*, between the Data Center of the Philadelphia National Bank, located on Pennsylvania Highway 641, near its intersection with Interstate Highway 81 in Cumberland County, Pa., on the one hand, and, on the other, points in Allegany, Baltimore, Carroll, Frederick, Montgomery, and Washington Counties, Md., points in Fairfax and Frederick Counties, Va., points in Berkeley, Jefferson, and Mineral Counties, W. Va., and the District of Columbia, under a continuing contract with the Philadelphia National Bank of Philadelphia, Pa.

No. MC 124078 (Sub-No. 198), filed March 17, 1966. Applicant: SCHWERTMAN TRUCKING CO., a corporation, 611 South 28th Street, Milwaukee, Wis., 53246. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Perlite*, in bulk, from Nashville, Tenn., to points in Mississippi, Louisiana, Arkansas, Missouri, Illinois, Indiana, Kentucky, Ohio, West Virginia, Virginia, North Carolina, South Carolina, and Florida.

No. MC 127616 (Sub-No. 1) (Amendment), filed January 11, 1966, published FEDERAL REGISTER issue of January 27, 1966, amended March 10, 1966 and republished as amended this issue. Applicant: HANSON M. SAVAGE, doing business as SAVAGE TRUCKING COMPANY, Chester Depot, Vt. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Wood slabs*, (a) from points in New Hampshire, Massachusetts, and New York, to points in Vermont, (b) from points in Vermont, to points in New York, and (2) *wood chips*, in bulk, (a) from points in Vermont, to Berlin, N.H., Ticonderoga, N.Y., Rumford, and Livermore Falls, Maine. NOTE: The purpose of this republication is to clarify the commodity description, and broaden the origin, and destination points.

No. MC 128030, filed March 17, 1966. Applicant: THE STOUT TRUCKING CO., INC., Box 167, Rural Route 1, Urbana, Ill. Applicant's representative: W. L. Jordan, 201 Merchants Savings Building, Terre Haute, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Malt beverages*, in containers, from Milwaukee, Wis., to Danville, Ill.; and (2) *containers*, empty malt beverage, from Danville, Ill., to Milwaukee, Wis. NOTE: Common control may be involved.

No. MC 128030 (Sub-No. 1), filed March 18, 1966. Applicant: THE STOUT TRUCKING CO., INC., Box 167, Rural Route 1, Urbana, Ill. Applicant's representative: W. L. Jordan, 201 Merchants Savings Building, Terre Haute, Ind., 47801. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Beverages*, carbonated, flavored or phosphated (nonalcoholic), in bottles or containers, from Waukesha, Wis., to Danville, Ill. NOTE: Common control may be involved.

#### MOTOR CARRIERS OF PASSENGERS

No. MC 1515 (Sub-No. 96), filed March 14, 1966. Applicant: GREYHOUND LINES, INC., 140 South Dearborn Street, Chicago, Ill., 60603. Applicant's representative: W. T. Meinhold, 371 Market Street, San Francisco, Calif., 94105. 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. (1) *Revise California Route No. 116 on First Revised Certificate Sheet No. 27 to establish a new, regular route of operation over Interstate Highway 5 (a relocated segment of regular Route No. 116) between Castaic Creek Junction and South Saugus Junction, in lieu of the presently authorized segment of highway between these points over former U.S. Highway 99, herein proposed to be canceled.* California Route No. 116, between San Francisco and Los Angeles; from San Francisco over San Francisco-Oakland Bay Bridge to Oakland, thence over unnumbered highway to junction California Highway 185 (High Street Junction), thence over California Highway 185 to junction unnumbered highway (Hayward), thence over unnumbered highway to junction U.S. Highway 50 northeast of Hayward (Hayward Junction), thence over U.S. Highway 50 to junction California Highway 120 (San Joaquin Bridge), thence over California Highway 120 to junction unnumbered highway (Manteca), thence over unnumbered highway to junction U.S. Highway 99, south of Manteca (South Manteca), thence over U.S. Highway 99 to junction unnumbered highway (North Modesto Junction).

Thence over unnumbered highway to junction U.S. Highway 99 (South Modesto Junction), thence over U.S. Highway 99 to junction unnumbered highway (North Merced Junction), thence over unnumbered highway to junction U.S. Highway 99 (South Merced Junction), thence over U.S. Highway 99 to junction unnumbered highway (Fresno), thence over unnumbered highway to junction U.S. Highway 99 (South Kingsburg Junction), thence over U.S. Highway 99 to junction unnumbered highway (North Bakersfield Junction), thence over unnumbered highway to junction U.S. Highway 99 (South Bakersfield Junction), thence over U.S. Highway 99 to junction Interstate Highway 5 (Maricopa Junction), thence over Interstate Highway 5 to junction unnumbered highway (Castaic Creek Junction), thence



over unnumbered highway to junction Interstate Highway 5 (South Saugus Junction), thence over Interstate Highway 5 to junction unnumbered highway (San Fernando Junction), thence over unnumbered highway to junction California Highway 163 (Colorado Boulevard Junction), thence over California Highway 163 to Los Angeles. (2) *Revise California Route No. 145 on Second Revised Certificate Sheet No. 33 to establish a new western terminus at the junction of Interstate Highway 5, to be known as "Saugus Junction," to reflect the revision requested in (1) above, in substitution for the point presently known as "Santa Clara River Bridge."* California Route No. 145 between Santa Clara River Bridge and junction California Highway 14 and Interstate Highway 5; from junction unnumbered highways west of Saugus (Santa Clara River Bridge), over unnumbered highway to junction California Highway 126, thence over California Highway 126 via Saugus and Newhall to junction California Highway 14 (South Saugus Road Junction), thence over California Highway 14 to junction Interstate Highway 5.

(3) *Revise California Route No. 207 on Second Revised Certificate Sheet No. 32 to establish a new eastern terminus at the junction of Interstate Highway 5, to be known as "Castaic Junction," to reflect the revision request in (1) above, in substitution for the point presently known as "Newhall Ranch."* California Route No. 207. Between Ventura and Newhall Ranch: From Ventura over unnumbered highway to junction California Highway 126 (Saticoy Junction), thence over California Highway 126 to junction unnumbered highway (Newhall Ranch), and (4) *In the accomplishment of the foregoing proposals, delete the present authorization of said California Routes Nos. 116, 145 and 207 from the certificate and substitute therefor the following: California Route No. 116: Between San Francisco and Los Angeles; from San Francisco over San Francisco-Oakland Bay Bridge to Oakland, thence over unnumbered highway to junction California Highway 185 (High Street Junction), thence over California Highway 185 to junction unnumbered highway (Hayward), thence over unnumbered highway to junction U.S. Highway 50 north-east of Hayward (Hayward Junction).*

Thence over U.S. Highway 50 to junction California Highway 120 (San Joaquin Bridge), thence over California Highway 120 to junction unnumbered highway (Manteca), thence over unnumbered highway to junction U.S. Highway 99 south of Manteca (South Manteca), thence over U.S. Highway 99 to junction unnumbered highway (North Modesto Junction), thence over unnumbered highway to junction U.S. Highway 99 (South Modesto Junction), thence over U.S. Highway 99 to junction unnumbered highway (North Merced Junction), thence over unnumbered highway to junction U.S. Highway 99 (South Merced Junction), thence over U.S. Highway 99 to junction unnumbered highway (Fresno), thence over unnumbered highway to junction U.S.

Highway 99 (South Kingsburg Junction), thence over U.S. Highway 99 to junction unnumbered highway (North Bakersfield Junction), thence over unnumbered highway to junction U.S. Highway 99 (South Bakersfield Junction), thence over U.S. Highway 99 to junction Interstate Highway 5 (Maricopa Junction), thence over Interstate Highway 5 to junction unnumbered highway (San Fernando Junction), thence over unnumbered highway to junction California Highway 163 (Colorado Boulevard Junction), thence over California Highway 163 to Los Angeles. *California Route No. 145: between Saugus Junction and junction California Highway 14 and Interstate Highway 5.*

From junction unnumbered highways west of Saugus (Saugus Junction), over unnumbered highway to junction California Highway 126, thence over California Highway 126 to junction California Highway 14 (South Saugus Road Junction), thence over California Highway 14 to junction Interstate Highway 5, and *California Route No. 207: between Ventura and Castaic Junction; from Ventura over unnumbered highway to junction California Highway 126 (Santa Paula Junction), thence over California Highway 126 to junction Interstate Highway 5 (Castaic Junction), serving all intermediate points, subject to the general conditions and orders set forth on first revised sheet No. 1A of certificate No. MC 1515 (Sub-No. 7).* NOTE: Applicant states all present operating authority of applicant, so far as affects the territory and subject matter herein involved is contained in second revised certificate of public convenience and necessity dated October 25, 1965, in Docket No. MC 1515 (Sub-No. 7). Common control may be involved.

No. MC 1515 (Sub-No. 97), filed March 16, 1966. Applicant: GREYHOUND LINES, INC., 140 South Dearborn Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, parcel express, newspapers and U.S. mail* in the same vehicle with passengers, between Dixon, Ill., and junction U.S. Highway 52 and U.S. Highway 30: From Dixon over U.S. Highway 52 to junction U.S. Highway 30 and return over the same route, serving no intermediate or off-route points, but as an alternate route for operating convenience only.

No. MC 3647 (Sub-No. 385), filed March 14, 1966. Applicant: PUBLIC SERVICE COORDINATED TRANSPORT, 180 Boyden Avenue, Maplewood, N.J. Applicant's representative: Richard Fryling (same address 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, (1) between points in Bridgewater Township, N.J.: From the boundary line of Branchbury Township, and Bridgewater Township, over U.S. Highway 22 to junction Interstate Highway 287, Bridgewater Township, serving all intermediate points, and (2) between Bridge-

water Township, and Franklin Township, N.J.: From junction U.S. Highway 22 and Interstate Highway 287 Bridgewater Township, over Interstate Highway 287 to Weston Canal Road, Franklin Township, serving no intermediate points, but serving the termini for jointer purposes, restricted to trips operated over U.S. Highway 22 in Bridgewater Township, N.J., as described above in part 1. NOTE: Applicant states that it intends to tack the above proposed authority to its authorized existing authority. Applicant is authorized to operate as a broker in MC 12668.

No. MC 13300 (Sub-No. 81), filed March 14, 1966. Applicant: CAROLINA COACH COMPANY, a corporation, 1201 South Blount Street, Raleigh, N.C., 27602. Applicant's representative: James E. Wilson, 1735 K Street NW., Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express and newspapers* in the same vehicle with passengers, in seasonal operations, between May 25 and September 15, inclusive of each year, between Denton, Md., and junction Delaware Highways 16 and 14, approximately 3 miles east of Milton, Del., as follows: from Denton, over Maryland Highway 404 to junction Maryland Highway 16, thence over Maryland Highway 16 to the Maryland-Delaware State line, and thence over Delaware Highway 16 to junction Delaware Highway 14, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only. NOTE: Common control may be involved.

By the Commission.

[SEAL]

H. NEIL GARSON,  
Secretary.

[F.R. Doc. 66-3696; Filed, Apr. 6, 1966;  
8:45 a.m.]

[Notice 160]

#### MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

APRIL 4, 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 Com-



mission, Washington, D.C., and also in the field office to which protests are to be transmitted.

#### MOTOR CARRIERS OF PROPERTY

No. MC 66562 (Sub-No. 2159 TA), filed March 31, 1966. Applicant: RAILWAY EXPRESS AGENCY, INCORPORATED, 219 East 42d Street, New York, N.Y., 10017. Applicant's representative: John H. Engel (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* moving in express service, between Houston and Brownsville, Tex., from Houston over Texas Highway 35 to the junction of Farm Road 616 at Blessing, Tex., thence over Farm Road 616 to junction Texas Highway 185 at Bloomington, Tex., thence over Texas Highway 185 to junction Texas Highway 35, thence over Texas Highway 35 to junction Texas Highway 113, at Tivoli, Tex., thence over Texas Highway 113 to junction U.S. Highway 77, thence over U.S. Highway 77 to Brownsville, and return over the same route, serving the intermediate points of Alvin, Bay City, Vanderbilt, Bloomington, Refugio, Sinton, Odem, Bishop, Kingsville, Raymondville, and Harlingen, Tex., for 150 days. Supporting shippers: The application is supported by 46 potential shippers, which may be examined here at the Interstate Commerce Commission in Washington, D.C. Send protests to: Anthony Chiusano, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 346 Broadway, New York, N.Y., 10013.

No. MC 103880 (Sub-No. 363 TA), filed March 31, 1966. Applicant: PRODUCERS TRANSPORT, INC., 215 East Waterloo Road, Post Office Box 7211, Akron, Ohio, 44306. Applicant's representative: Ronald Burian (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia*, in bulk, in tank vehicles, from the plantsite of Olin Mathieson Chemical Corp., at or near Joliet, Ill., to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, and Wisconsin, for 180 days. Supporting shipper: Olin Mathieson Chemical Corp., Post Office Box 991, Little Rock, Ark. Send protests to: G. J. Baccel, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 435 Federal Building, Cleveland, Ohio, 44114.

No. MC 103880 (Sub-No. 364 TA), filed March 31, 1966. Applicant: PRODUCERS TRANSPORT, INC., 215 East Waterloo Road, Akron, Ohio. Applicant's representative: Ronald Burian (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia*, in bulk, in tank vehicles, from Yoder, Ind., to points in Ohio, for 180 days. Supporting shipper: Tuloma Gas Products Co., Pan American Building, Post Office Box 566, Tulsa, Okla., 74102. Send protests to: G. J. Baccel, District Supervisor, Bureau of Operations and Compliance, Interstate

Commerce Commission, 435 Federal Building, Cleveland, Ohio, 44114.

No. MC 108185 (Sub-No. 38 TA), filed March 31, 1966. Applicant: DIXIE HIGHWAY EXPRESS, INC., 1900 Vanderbilt Road, Post Office Box 365, Birmingham, Ala., 35201. Applicant's representative: G. E. Tickle (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except coal, oil, class A and B explosives, sand, gravel, household goods as defined by the Commission, commodities requiring special equipment or those injurious or contaminating to other lading), serving Raymond, Miss., as an off-route point in connection with present operation between Birmingham, Ala., and Jackson, Miss., for 180 days. Supporting shipper: Magna American Corp., Interstate Highway 75, Evendale, Cincinnati, Ohio, 45215 (Attn: Mr. Carsten R. Wegelin, general traffic manager). Send protests to: B. R. McKenzie, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Room 212, 908 South 20th Street, Birmingham, Ala., 35205.

No. MC 127966 (Sub-No. 1 TA), filed March 31, 1966. Applicant: MICHAEL MICKAVICZ AND LEONARD MICKAVICZ, doing business as MICK TRUCKING, 917 Prince Street, Scranton, Pa., 18508. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture and furniture frames*, from Eynon, Pa., to points in New Jersey, Connecticut, New York, Maryland, and Pennsylvania, (2) *supplies and materials* used in the manufacture of furniture, from New York, N.Y., Plainfield, N.J., and Bayonne, N.J., to Eynon, Pa., for 150 days. Supporting shipper: Associated Furniture Manufacturing Inc., Second Street, Eynon, Pa. 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 128060 TA, filed March 31, 1966. Applicant: LALLY TRUCKING, INC., 505 Broad Street, Clifton, N.J., 07013. 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: *Liquid Chlorine*, under pressure, in cylinders from Kearny, N.J., to Yonkers, N.Y., Bridgeport, Conn., and points in Nassau, Westchester, and Ulster Counties, N.Y., under contract with the P. H. Doremus Chemical Co., Paterson, N.J., and *empty cylinders*, on return, for 150 days. Supporting shipper: P. H. Doremus Chemical Co., 638 East 19th Street, Paterson, N.J., 07524. Send protests to: Joel Morrows, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 1060 Broad Street, Newark, N.J., 07102.

No. MC 128061 TA, filed March 31, 1966. Applicant: OMAR W. STEPHENS, 27 Ruth Street, Peebles, 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: *Logs and hardwood rough cut lumber*, between points in Ohio, Indiana, and Kentucky, for 150 days. Supporting shipper: Kenwood Lumber Co., Box 3986, Cleveland, Ohio, 44120. Send protests to: Emil P. Schwab, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 1010 Federal Building, 550 Main Street, Cincinnati, Ohio, 45202.

By the Commission.

[SEAL] H. NEIL GARSON,  
Secretary.

[F.R. Doc. 66-3769; Filed, Apr. 6, 1966;  
8:49 a.m.]

[Notice 1323]

#### MOTOR CARRIER TRANSFER PROCEEDINGS

APRIL 4, 1966.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-68533. By order of March 30, 1966, the Transfer Board approved the transfer to Eddie Wilson, doing business as Wilson Truck Service, Rocky Ford, Colo., 81067, of the operating rights of Paul Silvers and Eddie Wilson, a partnership, doing business as Silvers and Wilson Truck Service, Rocky Ford, Colo., 81067, in certificate of Registration No. MC-120626 (Sub-No. 1), issued February 10, 1965, authorizing the transportation of freight within the city of Las Animas, and agricultural products, including livestock, within a radius of 15 miles east and west and 50 miles north and south, from and to the city of Las Animas, A. extended to include the conduct of a transfer, moving and general cartage business in the counties of Bent, Otero, Pueblo, Crowley, Las Animas, Kiowa, Prowers, and Baca, and for occasional service throughout the State of Colorado; B. provided that no service shall be rendered on schedule without further authority from the Commission, and that no branch office be established or agent employed in any town or city other than Rocky Ford for the purpose of developing business; and C. modified by the cancellation and revocation of the authority to operate as a *common carrier* between the city of Las Animas and the city of Pueblo. Cover Mendenhall, 915



Railroad Avenue, Rocky Ford, Colo., 81067, attorney for applicants.

No. MC-FC-68556. By order of March 29, 1966, the Transfer Board approved the transfer to Matthew J. DePalma, Inc., Westmont, N.J., of the operating rights of Matthew DePalma, Westmont, N.J., in certificate No. MC-127030, issued June 3, 1965, authorizing the transportation, over irregular routes, of ore, between Newark, N.J., on the one hand, and, on the other, New York, N.Y., points in Rockland, Westchester, Nassau, Sullivan, Orange, Broome, Ulster, Dutchess, and Putnam Counties, N.Y., and points in New Jersey. Robert B. Einhorn, 1540 Philadelphia Saving Fund Building, 12 South 12th Street, Philadelphia, Pa., 14107, attorney for applicants.

No. MC-FC-68560. By order of March 30, 1966, the Transfer Board approved the transfer to Herman Stumpf, James Stumpf, and Robert Stumpf, a partnership, doing business as H. Stumpf & Sons, R.R. No. 3, Worthington, Minn., of the operating rights of Joe Smith, Round Lake, Minn., in certificate No. MC-100109, issued February 1, 1950, authorizing the transportation, over irregular routes, of sand, gravel, cement, emigrant moveables, livestock, hay, grain, feed, tankage, fertilizer, seed, building materials, lumber, coal, farm machinery and machinery parts, farm implements, binder twine, petroleum products in packages, salt, rope, metal chains, and water tanks, from, to, and between specified points in Minnesota and Iowa, varying with the commodities transported.

No. MC-FC-68561. By order of March 30, 1966, the Transfer Board approved the transfer to Dale Carpenter, Creighton, Nebr., 68729, of the operating rights in certificate No. MC-69060, issued April 14, 1965 to Warren Reigle, Brunswick, Nebr., authorizing the transportation of: General commodities, with the usual exceptions, between Brunswick, Nebr., and 25 miles thereof, on the one hand, and, on the other, Sioux City, Iowa.

No. MC-FC-68582. By order of March 29, 1966, the Transfer Board approved the transfer to R. Levinge and T. L. Allen, Jr., a partnership, doing business as L & A Transportation Co., Houston, Tex., of the certificate of Registration in No. MC-121340 (Sub-No. 1), issued April 1, 1964, to American Transfer & Equipment Co., Inc., Carrizo Springs, Tex., evidencing a right to engage in transportation corresponding to Specialized Motor Carrier's Permanent Certificate of Convenience and Necessity No. 5858, Docket No. S-6173, dated February 12, 1962, issued by the Railroad Commission of Texas. Joe G. Fender, 2033 Norfolk Street, Houston, Tex., 77006, attorney for applicants.

[SEAL]

H. NEIL GARSON,  
Secretary.

[F.R. Doc. 66-3770; Filed, Apr. 6, 1966;  
8:50 a.m.]

[Third Rev. S.O. 562; Pfahler's ICC Order  
No. 203-A]

### CERTAIN U.S. RAILROADS

#### Vacation of Order

Upon further consideration of Pfahler's ICC Order No. 203 and good cause appearing therefor:

*It is ordered, That:*

(a) Pfahler's ICC Order No. 203, be, and it is hereby vacated and set aside.

(b) Effective date: This order shall become effective at 2:00 a.m., April 4, 1966.

*It is further ordered, That* this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement and by filing it with the Director, Office of the Federal Register.

Issued at Washington, D.C., April 4, 1966.

INTERSTATE COMMERCE  
COMMISSION,

[SEAL]

R. D. PFAHLER,  
Agent.

[F.R. Doc. 66-3768; Filed, Apr. 6, 1966;  
8:49 a.m.]

## DEPARTMENT OF THE TREASURY

### Bureau of Customs

[Antidumping—AC 643.3-G]

#### PLASTIC CONTAINERS FROM CANADA

##### Antidumping Proceeding Notice

MARCH 31, 1966.

On January 25, 1966, the Commissioner of Customs received information in proper form pursuant to the provisions of § 14.6(b) of the Customs regulations indicating a possibility that plastic containers imported from Canada, manufactured by Reliance Products Ltd., Winnipeg, Canada, are being, or likely to be, sold at less than fair value within the meaning of the Antidumping Act, 1921, as amended.

Available information shows that the primary use is for shipping and storage of electrolyte and other liquid chemicals.

Ordinarily, merchandise is considered to be sold at less than fair value when the net f.o.b. factory price for exportation to the United States is less than the net, f.o.b. factory price to purchasers in the home market, or, where appropriate, to purchasers in other countries, after due allowance is made, for differences in quantity and circumstances of sale.

A summary of the information received is as follows: Information submitted to the Bureau indicates that the net ex-factory price for home consumption is higher than the net ex-factory price for exportation to the United States.

In order to establish the validity of the information, the Bureau of Customs is instituting an inquiry pursuant to the provisions of § 14.6(d) (1) (ii), (2), and (3) of the Customs regulations.

The information was submitted by Hedwin Corp., New York, N.Y.

This notice is published pursuant to § 14.6(d) (1) (i) of the Customs regulations (19 CFR 14.6(d) (1) (i)).

[SEAL]

LESTER D. JOHNSON,  
Commissioner of Customs.

[F.R. Doc. 66-3753; Filed, Apr. 6, 1966;  
8:48 a.m.]

#### Office of the Secretary

[Treasury Dept. Order 208]

#### HEADS OF BUREAUS

#### Delegation of Authority Regarding Property and Services Procurement

1. Pursuant to the authority vested in the Secretary of the Treasury by Title III of the Federal Property and Administrative Services Act of 1949 (63 Stat. 377, 393), as amended (41 U.S.C. Ch. 4) and by Reorganization Plan No. 26 of 1950, and pursuant to the authority vested in me as Assistant Secretary for Administration by Treasury Department Order No. 190, Revision 4, 30 F.R. 15769, authority is hereby delegated to the Heads of Bureaus of the Treasury Department other than the United States Coast Guard to utilize the provisions of Title III of the Federal Property and Administrative Services Act of 1949, as amended, when procuring property and services, except as precluded by section 307 of the Act.

2. This authority shall be exercised in accordance with the applicable limitations and requirements of the Act, particularly sections 304 and 307.

3. This authority shall be exercised in accordance with the applicable limitations and requirements of the Federal Procurement Regulations, 41 CFR Chapter 1, as well as regulations issued by the Treasury Department which implement and supplement the Federal Procurement Regulations, including, but not limited to, 41 CFR Chapter 10.

4. Notwithstanding any other provisions in this order, prior to the execution of any contract for management consulting services, the approval of the Assistant Secretary for Administration will first be obtained. The term "management consulting services" includes any survey, study, examination, analysis, review, or consultation having as its purpose improvements in the effectiveness, efficiency, and economy of Treasury Department operations. While this definition would not include contracts with individuals engaged, for example, to lecture in a bureau training program, it would include a contract with a person engaged to advise on the type of training program to be established.

5. Semiannually the Heads of Bureaus shall furnish to the Assistant Secretary for Administration a report of all contracts negotiated under this delegation of authority, except those contracts negotiated in which the aggregate amount involved does not exceed \$2,500. These reports shall be furnished by February 1 and August 1 of each year and shall con-



tain information on all negotiated contracts executed within the preceding July 1 through December 31 (in the February 1 report) and within the preceding January 1 through June 30 (in the August 1 report). These reports shall be in the form and contain such information as specified by the Assistant Secretary for Administration.

6. To the extent permitted by the Act, the authority herein delegated to the Heads of Bureaus may be redelegated by them to any subordinate officer or employee. However, for the purposes of section 307(b) of the Act, only the Heads of Bureaus shall be deemed to be the chief officers responsible for procurement.

Dated: March 31, 1966.

[SEAL]

A. E. WEATHERBEE,  
Assistant Secretary  
for Administration.

[F.R. Doc. 66-3755; Filed, Apr. 6, 1966;  
8:48 a.m.]

## DEPARTMENT OF THE INTERIOR

### Bureau of Land Management

[Montana 073084]

#### MONTANA

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

MARCH 30, 1966.

The Department of Agriculture has filed the above application, serial number Montana 073084, for the withdrawal of the lands described below, from mineral location and entry under the mining laws, subject to existing valid claims.

The applicant desires the land for administrative sites.

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, 316 North 26th Street, Billings, Mont., 59101.

The Department's regulations (43 CFR 2311.1-3(c)) provide that 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.

The authorized officer 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 applicant agency.

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, a public hearing will be held at a convenient time and place, which will be announced.

The lands involved in the application are:

#### PRINCIPAL MERIDIAN, MONTANA

##### FLATHEAD NATIONAL FOREST

##### Cooney Lookout Administrative Site

T. 20 N., R. 16 W.,

Sec. 4, E $\frac{1}{2}$ W $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ , E $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ , and W $\frac{1}{2}$ W $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ .  
Total area 10 acres.

##### Baptiste Lookout Administrative Site

Unsurveyed, but which probably will be when surveyed:

T. 27 N., R. 16 W.,

Sec. 5, SE $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$  (adjacent to Baptiste Lookout).  
Total area 10 acres.

##### Elbow Lookout Administrative Site

T. 19 N., R. 17 W.,

Sec. 22, N $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$  and NW $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ .  
Total area 7.5 acres.

##### Jim Creek Lookout Administrative Site

T. 21 N., R. 17 W.,

Sec. 6 (beginning at a point which is the northwest corner of SE $\frac{1}{4}$ NW $\frac{1}{4}$  and the corner common to Lots 3, 4, and 5, thence true east 2 $\frac{1}{2}$  chains; thence true north 10 chains; thence true west 10 chains; thence true south 10 chains; thence true east 7 $\frac{1}{2}$  chains to the point of beginning).  
Total area 10 acres.

##### Condon Ranger Station Administrative Site and Landing Field

T. 21 N., R. 17 W.,

Sec. 36, E $\frac{1}{2}$ NW $\frac{1}{4}$ , W $\frac{1}{2}$ NE $\frac{1}{4}$ , NW $\frac{1}{4}$ SE $\frac{1}{4}$ , NE $\frac{1}{4}$ SW $\frac{1}{4}$ , and W $\frac{1}{2}$ W $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ .  
Total area 250 acres.

##### Gary Lookout Administrative Site

T. 31 N., R. 17 W.,

Sec. 26 (beginning at a point common to the southeast corner of Lot 7 and the southwest corner of Lot 8, thence N. 00°02' E. 10 chains, thence N. 89°59' E. 10 chains; thence S. 00°02' W. 10 chains; thence S. 89°59' W. 10 chains to the point of beginning).  
Total area 10 acres.

##### Mission Lookout Administrative Site

T. 25 N., R. 18 W.,

Sec. 27, SW $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ , SE $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ , NE $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ , and NW $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ .  
Total area 10 acres.

##### Firefighter Lookout Administrative Site

Unsurveyed, but which probably will be when surveyed:

T. 30 N., R. 18 W.,

Sec. 27, E $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$  and W $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$  (adjacent to Firefighter Lookout).  
Total area 10 acres.

##### Desert Mountain Lookout Administrative Site

Unsurveyed, but which probably will be when surveyed:

T. 31 N., R. 19 W.,

Sec. 25, E $\frac{1}{2}$ E $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ , W $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ , and W $\frac{1}{2}$ E $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ .  
Total area 10 acres.

EUGENE H. NEWELL,  
Acting Land Office Manager.

[F.R. Doc. 66-3739; Filed, Apr. 6, 1966;  
8:47 a.m.]

[Oregon 017844]

## OREGON

#### Notice of Proposed Withdrawal and Reservation of Land

MARCH 29, 1966.

The Bureau of Reclamation, U.S. Department of the Interior, has filed an application, Serial Number Oregon 017844, for the withdrawal of the lands described below, from all forms of appropriation under the public land laws including the mining and mineral leasing laws.

The applicant desires the land withdrawn and reserved for the construction, operation, and maintenance of the Howard Prairie Reservoir of the Rogue River Basin Project, Ore.

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, 729 Northeast Oregon, Portland, Ore., 97232.

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

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

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:

#### WILLAMETTE MERIDIAN, OREGON

T. 39 S., R. 4 E.,

Sec. 6, SW $\frac{1}{4}$ NE $\frac{1}{4}$ , N $\frac{1}{2}$ SE $\frac{1}{4}$ , NE $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ , and SE $\frac{1}{4}$ SE $\frac{1}{4}$ .



The areas described aggregate 162.5 acres.

ERLING A. OLSON,  
Chief, Lands Adjudication Section.

[F.R. Doc. 66-3740; Filed, Apr. 6, 1966;  
8:47 a.m.]

### Fish and Wildlife Service

[Docket No. A-381]

GLENN J. COUCH

#### Notice of Loan Application

APRIL 1, 1966.

Glenn J. Couch, Box 572, Homer, Alaska, 99603, has applied for a loan from the Fisheries Loan Fund to aid in financing the purchase of a used 39-foot vessel to engage in the fishery for halibut, Dungeness crab, and salmon.

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

DONALD L. MCKERNAN,  
Director,

Bureau of Commercial Fisheries.

[F.R. Doc. 66-3758; Filed, Apr. 6, 1966;  
8:48 a.m.]

### Geological Survey

[New Mexico 96]

#### NEW MEXICO

#### Coal Land Classification Order

Pursuant to authority under the Act of March 3, 1879 (20 Stat. 394; 43 U.S.C. 31), and as delegated to me by Departmental Order 2563, May 2, 1950, under authority of Reorganization Plan No. 3 of 1950 (64 Stat. 1262), the following described lands, insofar as title thereto remains in the United States, are hereby classified as shown:

NEW MEXICO MERIDIAN, NEW MEXICO

#### COAL LANDS

Tps. 23, 24, 25, 26 N., R. 12 W.

Tps. 23, 24, 25, 26 N., R. 13 W.

T. 27 N., R. 13 W.,

Secs. 1 to 8, inclusive;

Sec. 9, N $\frac{1}{2}$ , SW $\frac{1}{4}$ ;

Sec. 10, N $\frac{1}{2}$ ;

Sec. 11, N $\frac{1}{2}$ , E $\frac{1}{2}$ SW $\frac{1}{4}$ , SE $\frac{1}{4}$ ;

Secs. 12 and 13;  
Sec. 14, E $\frac{1}{2}$ , E $\frac{1}{2}$ W $\frac{1}{2}$ ;  
Sec. 16, W $\frac{1}{2}$ ;  
Secs. 17 to 20, inclusive;  
Sec. 21, W $\frac{1}{2}$ ;  
Secs. 23 to 36, inclusive.

The area described aggregates about 207,102 acres.

ARTHUR A. BAKER,  
Acting Director.

MARCH 30, 1966.

[F.R. Doc. 66-3738; Filed, Apr. 6, 1966;  
8:47 a.m.]

### Office of the Secretary BOARD OF CONTRACT APPEALS

#### Delegation of Authority

The following material is a portion of the Departmental Manual and the numbering system is that of the Manual.

#### PART 210—OFFICE OF THE SECRETARY

#### CHAPTER 5—BOARD OF CONTRACT APPEALS

210.5.1 *Delegation.* The Board of Contract Appeals may exercise, pursuant to the provisions of 43 CFR Part 4, the authority of the Secretary of the Interior in deciding appeals to the head of the Department from findings of fact and decisions by contracting officers of any bureau or office of the Department, wherever situated, or any field installation thereof. The Board's authority, however, does not include the Secretary's special power granted by 16 U.S.C. section 832a(f) (1964), to modify, adjust or cancel contracts, or to compromise or finally settle claims arising thereunder, upon such terms and conditions and in such manner as the Secretary (or his delegatee, the Bonneville Power Administrator) may deem necessary. Decisions of the Board on such contract appeals shall be final for the Department. The Board may, in its discretion, decide questions which are deemed necessary for the complete decision on the issue or issues involved in the appeal, including questions of law. No member of the Board shall consider an appeal if he shall have taken part, or have any interest, directly or indirectly, in the letting or administration of the contract in dispute.

STEWART L. UDALL,  
Secretary of the Interior.

MARCH 31, 1966.

[F.R. Doc. 66-3742; Filed, Apr. 6, 1966;  
8:47 a.m.]

## DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

### Food and Drug Administration

#### NEW DRUGS

#### Notice of Approval of Applications

##### Correction

In F.R. Doc. 66-3286 appearing at page 5151 in the issue for Wednesday, March

30, 1966, the following corrections are made in the table.

In the second item on page 5152, the date approved, now dittoed, is corrected to read "Dec. 17, 1965".

In the fifth item on page 5152, the word "perphemazine", in the Active ingredients column, follows the first semicolon. It is corrected to read "perphenazine". In the second column of the same item, the penultimate word is corrected to read "respectively".

## ATOMIC ENERGY COMMISSION

[Docket No. 50-201]

### NUCLEAR FUEL SERVICES, INC., AND NEW YORK STATE ATOMIC AND SPACE DEVELOPMENT AUTHORITY

#### Notice of Extension of Completion Date

Please take notice that the Atomic Energy Commission has issued an order extending to June 30, 1966, the latest completion date specified in Construction Permit No. CPCSF-2 which authorizes Nuclear Fuel Services, Inc., to construct an irradiated nuclear fuel processing plant at the Western New York Nuclear Service Center in Cattaraugus County, N.Y.

Copies of the Commission's order and the application requesting an extension of the completion date filed by Nuclear Fuel Services, Inc., are available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

Dated at Bethesda, Md., this 31st day of March 1966.

For the Atomic Energy Commission.

J. A. McBRIDE,  
Director,

Division of Materials Licensing.

[F.R. Doc. 66-3718 Filed, Apr. 6, 1966;  
8:45 a.m.]

## CIVIL AERONAUTICS BOARD

[Docket No. 17093]

### AMERICAN AIRLINES, INC.

#### Exceptions to Minimum Charges Rule; Notice Postponing Prehearing Conference

Pursuant to the request of American Airlines, Inc., the prehearing conference in the above-entitled proceeding presently scheduled for April 6, 1966, is hereby postponed indefinitely.

Dated at Washington, D.C., April 4, 1966.

[SEAL] MILTON H. SHAPIRO,  
Hearing Examiner.

[F.R. Doc. 66-3809; Filed, Apr. 6, 1966;  
8:50 a.m.]



## FEDERAL POWER COMMISSION

[Docket No. RI66-332]

### CHAMPLIN PETROLEUM CO.

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

APRIL 1, 1966.

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

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

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon a hearing regarding the lawfulness of the proposed change, and that

the supplement herein be suspended and its use be deferred as ordered below.

The Commission orders:

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

(B) Pending hearing and decision thereon, the rate supplement herein is suspended and its use deferred until date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act: *Provided, however*, That the supplement to the rate schedule filed by Respondent shall become effective subject to refund on the date and in the manner herein prescribed if within 20 days from the date of the issuance of this order Respondent shall execute and file under its above-designated docket number with the Secretary of the Commission its agreement and undertaking to comply with the refund-

ing and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder, accompanied by a certificate showing service of a copy thereof upon the purchaser under the rate schedule involved. Unless Respondent is advised to the contrary within 15 days after the filing of its agreement and undertaking, such agreement and undertaking shall be deemed to have been accepted.

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

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before May 18, 1966.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,  
Secretary.

## APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in docket Nos.
									Rate in effect	Proposed increased rate	
RI66-332...	Champlin Petroleum Co., P.O. Box 9365, Fort Worth, Tex., 76107.	191	1	Zenith Natural Gas Co. <sup>1</sup> (Davis Ranch Area, Barber County, Kans.).	\$8,438	3-7-66	4-7-66	4-8-66	12.0	13.0	

<sup>1</sup> Contract dated after Sept. 28, 1960, the date of issuance of General Policy Statement No. 61-1.

<sup>2</sup> Formerly: Zenith Gas System, Inc.

<sup>3</sup> The stated effective date is the first day after expiration of the statutory notice.

<sup>4</sup> The suspension period is limited to 1 day.

<sup>5</sup> Periodic rate increase.

<sup>6</sup> Pressure base is 14.65 psia.

Champlin Petroleum Co. (Champlin) requests that its proposed rate increase be permitted to become effective on April 1, 1966, the contractually provided effective date. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit an earlier effective date for Champlin's rate filing and such request is denied.

The contract related to the rate filing proposed by Champlin was executed subsequent to September 28, 1960, the date of issuance of the Commission's Statement of General Policy No. 61-1, as amended, and the proposed increased rate is above the applicable area ceiling for increased rates but below the initial service ceiling for the area involved. We believe, in this situation, Champlin's rate filing should be suspended for 1 day from April 7, 1966, the date of expiration of the statutory notice.

[F.R. Doc. 66-3771; Filed, Apr. 6, 1966; 8:50 a.m.]

[Docket No. CP66-302]

### CITY OF RIDGETOP, TENN., AND TENNESSEE GAS TRANSMISSION CO.

#### Notice of Application

APRIL 1, 1966.

Take notice that on March 23, 1966, the city of Ridgetop, Tenn. (Applicant), filed in Docket No. CP66-302 an applica-

tion pursuant to section 7(a) of the Natural Gas Act for an order of the Commission directing Tennessee Gas Transmission Co. (Respondent) to establish physical connection of its transportation facilities with the facilities proposed to be constructed by Applicant and to sell and deliver to Applicant volumes of natural gas for resale and distribution in Applicant, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

The application states that Applicant is located in Robertson County on U.S. Highway No. 41 with a small part extending into Davidson County, Tenn., and that Applicant is bordered on the south by Goodlettsville and Nashville and on the northwest by Greenbrier, Tenn.

Applicant proposes to construct a distribution system within its service area extending from the proposed point of connection with Respondent's transmission system which abuts said service area on its north side.

The total estimated volumes of natural gas necessary to meet Applicant's annual and peak day requirements for the initial 3-year period of proposed operations are stated to be:

	First year	Second year	Third year
Annual (Mcf).....	12,975	15,775	18,260
Peak day (Mcf).....	156	193	227

The total estimated cost of Applicant's proposed distribution system is \$115,000, which cost will be financed by the sale of revenue bonds.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before April 29, 1966.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 66-3772; Filed, Apr. 6, 1966; 8:50 a.m.]

[Docket No. CP66-299]

### COLORADO INTERSTATE GAS CO.

#### Notice of Application

MARCH 31, 1966.

Take notice that on March 22, 1966, Colorado Interstate Gas Co. (Applicant), Post Office Box 1087, Colorado Springs, Colo., 80901, filed in Docket No. CP66-299



an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the acquisition by merger of its wholly owned subsidiary, Natural Gas Producers, Inc. (NGPI), the further development of certain storage facilities and the rendition of peaking service from such facilities, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, Applicant seeks authorization for the following proposals:

(1) To acquire by merger all of the facilities and properties of its wholly owned subsidiary, NGPI, and thereafter to render the services now performed by NGPI and, for such purpose, to operate said facilities as an integral part of Applicant's system,

(2) To continue to operate the Fort Morgan Field in Northeast Colorado, including further development thereof as a gas storage reservoir, pursuant to a 4-year program terminating in 1969, and in connection therewith to drill a gas storage well, convert existing wells to gas storage wells and construct and operate gas pipelines and appurtenant facilities, and

(3) To render a peaking service from said storage field, peak-day sales for this proposed service being estimated to be 96,900 Mcf of gas by the 1969-70 heating season.

The application states that NGPI's main 10-inch pipeline interconnects with Applicant's pipeline system at a point in Elbert County, Colo., approximately 40 miles southeast of Denver and that NGPI presently produces gas in the Fort Morgan Field in Northeast Colorado and purchases gas, either at the wellhead or at the tail gate of gasoline plants, in various other small fields in Morgan and Washington Counties, Colo. The application further states that the gas so produced and purchased is transported and sold for resale to Applicant, at the point of interconnection described above, to distributors in the cities of Fort Morgan, Brush, and other small Colorado communities and for direct consumption to Great Western Sugar Co. Applicant states that all of such sales are consummated and all of such gas is consumed within the State of Colorado.

Applicant states that the present capacity of the Fort Morgan Field is approximately 13,000,000 Mcf of natural gas and that the additional construction proposed by the instant application will provide for the withdrawal of an estimated 4,339,000 Mcf of storage gas during the 1969-70 heating season.

Applicant's proposed construction consists in large part of 56.8 miles of 16-inch pipeline to extend from the Fort Morgan Field to Watkins Junction, a point of interconnection with Applicant's main pipeline system near Denver. Applicant states that said construction is scheduled for 1967, and will cost an estimated \$2,054,468. Applicant further proposes to construct, pursuant to its 4-year program, approximately 2.1 miles of lateral pipeline for the purpose of connecting various wells in the Fort Morgan

Field, a new well to be drilled and equipped for dehydration and oil removal together with appurtenant facilities. The total estimated cost of Applicant's proposed construction is \$2,891,793.

The estimated total overall cost of the facilities, including the cost of new facilities proposed to be constructed and the net book value of the utility plant proposed to be acquired, owned, and operated by Applicant is \$8,347,514, which cost will be financed from funds on hand, funds from operations, or from short term bank loans.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before April 28, 1966.

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

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

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 66-3773; Filed, Apr. 6, 1966;  
8:50 a.m.]

[Docket No. CP64-199]

## PENNSYLVANIA GAS CO.

### Notice of Petition To Amend

MARCH 31, 1966.

Take notice that on March 18, 1966, Pennsylvania Gas Co. (petitioner), 213 Second Avenue, Warren, Pa., filed in Docket No. CP64-199 a petition to amend the order of the Commission issued in said docket on May 25, 1964, requesting authorization to construct an additional 6.9 miles of pipeline to extend from Sugar Grove Township in Warren County, Pa., in a southerly direction to a point on Petitioner's main trunkline in Warren County, Pa., all as more fully set forth in the petition to amend which is on file with the Commission and open to public inspection.

On March 9, 1964, Petitioner filed an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of 16.2 miles of 12-inch pipeline to replace

an 8-inch pipeline which had been constructed in the year 1885. At the request of the Commission, Petitioner, by letter dated March 13, 1964, amended its said application by deleting therefrom its request to construct a 6.9-mile segment of the proposed 12-inch pipeline.

By order of the Commission, a certificate of public convenience and necessity Hawaii, and (2) between points in stant docket, authorizing the construction and operation of 9.3 miles of 12-inch pipeline extending from Sugar Grove Township in Warren County, Pa., to the city of Jamestown in Chautauqua County, N.Y.

Petitioner states that it now develops that the 6.9 miles of 12-inch pipeline which was deleted from the original application by the March 13, 1963, amendment will be urgently needed by Petitioner in 1966, and that it is therefore imperative that Petitioner now be permitted to replace the balance of the 8-inch pipeline constructed in 1885 with said 6.9 miles of 12-inch pipeline.

The total estimated cost of Petitioner's proposed 6.9 miles of 12-inch pipeline is \$283,500, which cost will be financed from funds made available for its 1966 construction program.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before April 27, 1966.

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 66-3774; Filed, Apr. 6, 1966;  
8:50 a.m.]

[Docket No. CP66-300]

## UNITED GAS PIPE LINE CO.

### Notice of Application

APRIL 1, 1966.

Take notice that on March 22, 1966, United Gas Pipe Line Co. (Applicant), Post Office Box 1407, Shreveport, La., 71102, filed in Docket No. CP66-300 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction in two phases and operation of certain natural gas facilities, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, Applicant seeks authorization for the construction and operation of the following facilities:

*Phase I—1967 construction.* Two 7,500 horsepower natural gas turbine-driven centrifugal compressors, together with appurtenant facilities to be constructed near Milepost 95 on Applicant's existing Southeast Louisiana to Mobile 30-inch pipeline in St. Tammany Parish, La.

*Phase II—1968 construction.* (1) Approximately 19.7 miles of 30-inch pipeline loop on Applicant's existing offshore to Kosciusko 30-inch pipeline, beginning at the discharge side of Applicant's Napoleonville Compressor Station in Assump-



tion Parish, La., and extending in a northerly direction paralleling Applicant's existing pipeline to a tie-in point on an existing pipeline located near Milepost 77, Section 38, Township 10 South, Range 14 East, Ascension Parish, La.

(2) Approximately 1.4 miles of 16-inch pipeline looping the 10-inch portion of Applicant's Hollywood-Houma Field to Lirette-Napoleonville main line, beginning in Section 101, Township 17 South, Range 17 East, Terrebonne Parish, La., and extending in a southerly direction paralleling Applicant's existing line to a tie-in point on an existing pipeline located in Section 82, Township 17 South, Range 17 East, Terrebonne Parish, La.

(3) Approximately 8.9 miles of 20-inch pipeline loop on Applicant's existing Turtle Bayou Junction to Kent Bayou Field 20-inch lateral, beginning at a junction with the Lirette-Napoleonville line located in Section 75, Township 16 South, Range 15 East, Terrebonne Parish, La., and extending in a southerly direction paralleling Applicant's existing line to a tie-in point on an existing pipeline located in Section 32, Township 17 South, Range 14 East, Terrebonne Parish, La.

Applicant states that the facilities proposed in the instant application will be

used to meet the increased and increasing requirements of its customers in its Jackson District. Applicant further states that it is not proposing the construction and operation of aforementioned facilities for the purpose of serving specific new customers.

The total estimated cost of Applicant's proposed facilities is \$8,371,711, which cost will be financed from funds allocated for construction.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before April 29, 1966.

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

a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

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

JOSEPH H. GUTRIDE,  
Secretary.

[F.R. Doc. 66-3775; Filed, Apr. 6, 1966;  
8:50 a.m.]

[Docket No. RI66-331]

### TEXACO, INC.

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

APRIL 1, 1966.

Texaco, Inc. (Texaco)<sup>1</sup> has tendered for filing proposed changes in its presently effective rate schedules for sales of natural gas subject to the jurisdiction of the Commission. The proposed changes, which constitute increased rates and charges, are designated as follows:

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until	Cents per Mcf		Rate in effect subject to refund in docket Nos.
									Rate in effect	Proposed increased rate	
RI66-331	Texaco Inc., P.O. Box 52332, Houston Tex., 77052.	201	17	Phillips Petroleum Co. <sup>2</sup> (Texas Hugoton Field, Moore and Sherman Counties, Tex.) (R.R. District No. 10).	\$16,500	3-3-66	4-3-66	4-4-66	17.12.0	18.0	
	do	10247	2	Cities Service Gas Co. (Traffis Field, Barber County, Kans.).	600	3-2-66	4-2-66	4-3-66	13.0	14.0	
	do	10256	2	Panhandle Eastern Pipe Line Co. (Hugoton Field, Stevens County, Kans.).	400	3-2-66	4-2-66	4-3-66	11.0	12.0	

<sup>1</sup> Covers only initial acreage and acreage dedicated under Supplement Nos. 2 and 3.

<sup>2</sup> The acreage involved is located between Phillips Petroleum Co.'s Sherman and Dumas Plants. Phillips sells the gas from such plants to Michigan-Wisconsin Pipe Line Co. and El Paso Natural Gas Co. under Phillips' FPC Gas Rate Schedule Nos. 4 and 32, respectively.

<sup>3</sup> The stated effective date is the first day after expiration of the statutory notice.

<sup>4</sup> The suspension period is limited to 1 day.

<sup>5</sup> Periodic rate increase.

<sup>6</sup> Pressure base is 14.65 psia.

<sup>7</sup> Subject to a deduction of 0.4466 cent for sour gas that may be delivered.

<sup>8</sup> Settlement rate in Texaco's company-wide settlement by order issued Dec. 30, 1963, in Docket Nos. G-8969, et al.

<sup>9</sup> Subject to a downward Btu adjustment.

<sup>10</sup> Contract dated after Sept. 28, 1960, the date of issuance of General Policy Statement No. 61-1.

Texaco Inc. (Texaco) requests that its proposed rate increases be permitted to become effective as of March 1, 1966, the date of expiration of the moratorium period for filing rate increases under settlement in Docket Nos. G-8969, et al. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit an earlier effective date for Texaco's rate filings and such request is denied.

The proposed rate increase contained in Supplement No. 7 to Texaco's FPC Gas Rate Schedule No. 201 is for a well-head sale of gas to Phillips Petroleum Co. (Phillips) who gathers and processes the gas and resells the residue gas after processing to an interstate pipeline company.<sup>7</sup> Texaco's rate increase is suspended for 1 day from April 3, 1966, the date of expiration of the statutory notice,

<sup>3</sup> Texaco's proposed rate exceeds the increased rate ceiling applicable to Phillips' resale rate.

because Phillips' resale rate is in effect subject to refund.

The contracts related to the rate filings proposed by Texaco in Supplement No. 2 to Texaco's FPC Gas Rate Schedule Nos. 247 and 256, respectively, were executed subsequent to September 28, 1960, the date of issuance of the Commission's Statement of General Policy No. 61-1, as amended, and the proposed increased rates are above the applicable area ceiling for increased rates but below the initial service ceiling for the area involved. We believe, in this situation, Texaco's rate filings should be suspended for 1 day from April 2, 1966, the date of expiration of the statutory notice.

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

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning

the lawfulness of the proposed changes, and that the above-designated supplements be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), a public hearing shall be held upon a date to be fixed by notice from the Secretary concerning the lawfulness of the proposed increased rates and charges contained in the above-designated supplements.

(B) Pending a hearing and decision thereon, the above-designated supplements are hereby suspended and the use thereof deferred until the date indicated in the above "Date Suspended Until" column, and thereafter until such further time as they are made effective

<sup>1</sup> Address is: Post Office Box 52332, Houston, Tex., 77052.



in the manner prescribed by the Natural Gas Act: *Provided, however*, That the supplements to the rate schedules filed by Texaco, as set forth herein, shall become effective subject to refund on the date and in the manner herein prescribed if within 20 days from the date of the issuance of this order Texaco shall execute and file under Docket No. RI66-331 with the Secretary of the Commission its agreement and undertaking to comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder, accompanied by a certificate showing service of a copy thereof upon the purchaser under each rate schedule. Unless Texaco is advised to the contrary within 15 days from the filing of its agreement and undertaking, such agreement and undertaking shall be deemed to have been accepted.

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

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before May 19, 1966.

By the Commission.

JOSEPH H. GUTRIDE,  
*Secretary.*

[F.R. Doc. 66-3778; Filed, Apr. 6, 1966;  
8:50 a.m.]

## FEDERAL RESERVE SYSTEM

### LAKE CITY BANK

#### Order Approving Merger of Banks

In the matter of the application of Lake City Bank for approval of merger with The Commercial State Bank.

There has come before the Board of Governors, pursuant to the Bank Merger Act, as amended (12 U.S.C. 1828(c), Public Law 89-356), an application by Lake City Bank, Warsaw, Ind., a State member bank of the Federal Reserve System, for the Board's prior approval of the merger of that bank and The Commercial State Bank, Silver Lake, Ind., under the charter and title of Lake City Bank. As an incident to the merger, the sole office of The Commercial State Bank would become a branch of the resulting bank. Notice of the proposed merger, in form approved by the Board, has been published pursuant to said Act.

Upon consideration of all relevant material in the light of the factors set forth in said Act, including reports furnished by the Comptroller of the Currency, the Federal Deposit Insurance Corporation, and the Attorney General on the competitive factors involved in the proposed merger,

*It is hereby ordered.* For the reasons set forth in the Board's Statement<sup>1</sup> of this date, that said application be and hereby is approved, provided that said merger shall not be consummated (a) before the 30th calendar day following the date of this order or (b) later than 3 months after said date.

Dated at Washington, D.C., this 31st day of March 1966.

By order of the Board of Governors:<sup>2</sup>

[SEAL] MERRITT SHERMAN,  
*Secretary.*

[F.R. Doc. 66-3727; Filed, Apr. 6, 1966;  
8:46 a.m.]

## INTERAGENCY TEXTILE ADMINISTRATIVE COMMITTEE

### COTTON TEXTILE PRODUCTS PRODUCED OR MANUFACTURED IN SINGAPORE

#### Restraint of Level of Exports

APRIL 4, 1966.

After consultations with the Government of Singapore, the U.S. Government in furtherance of the objectives of, and under the terms of the Long Term Arrangement Regarding International Trade in Cotton Textiles, done at Geneva on February 9, 1962, including Article 6 relating to nonparticipants, requested the Government of Singapore to restrain the level of exports to the United States of cotton textile products in Categories 31, 43, 45, 46, 50, 51, 60. After continuing consultation, the U.S. Government advised the Government of Singapore on April 1, 1966, that cotton textile products in these categories produced or manufactured in Singapore and exported from Singapore during the period April 1, 1966, through March 31, 1967, in excess of designated levels, would be prohibited to be entered or withdrawn from warehouse for consumption in the United States. There is published below a letter of March 31, 1966, from the Chairman, President's Cabinet Textile Advisory Committee to the Commissioner of Customs prohibiting, effective as soon as possible and until further notice, the entry or withdrawal from warehouse for consumption in the United States of cotton textile products in Categories 31, 43, 45, 46, 50, 51, 60 produced or manufactured in Singapore and exported from Singapore during the period extending from April 1, 1966, through March 31, 1967, in excess of designated levels of restraint.

STANLEY NEHMER,  
*Chairman, Interagency Textile  
Administrative Committee,  
and Deputy Assistant Secretary  
for Resources.*

<sup>1</sup> Filed as part of the original document. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington, D.C., 20551, or to the Federal Reserve Bank of Chicago.

<sup>2</sup> Voting for this action: Unanimous, with all members present.

## THE SECRETARY OF COMMERCE PRESIDENT'S CABINET TEXTILE ADVISORY COMMITTEE

WASHINGTON, D.C., 20230,

March 31, 1966.

COMMISSIONER OF CUSTOMS  
*Department of the Treasury  
Washington, D.C.*

DEAR MR. COMMISSIONER: Under the terms of the Long Term Arrangement Regarding International Trade in Cotton Textiles done at Geneva on February 9, 1962, including Article 6 relating to non-participants, and in accordance with the procedures outlined in Executive Order 11052 of September 28, 1962, as amended by Executive Order 11214 of April 7, 1965, you are directed to prohibit, effective as soon as possible and until further notice, entry into the United States for consumption, and withdrawal from warehouse for consumption, of cotton textile products in Categories 31, 43, 45, 46, 50, 51, and 60, produced or manufactured in Singapore and exported from Singapore during the period extending from April 1, 1966 through March 31, 1967, in excess of the following levels of restraint:

Category	Twelve-Month Level of Restraint
31-----	13,850,000 pieces.
43-----	33,000 dozen.
45-----	20,000 dozen.
46-----	30,000 dozen.
50-----	79,000 dozen.
51-----	46,000 dozen.
60-----	100,000 dozen.

A detailed description of Categories 31, 43, 45, 46, 50, 51, and 60 in terms of TSUSA numbers was published in the FEDERAL REGISTER on October 1, 1963 (28 F.R. 10551).

In carrying out the above directions, entry into the United States for consumption shall be construed to include entry for consumption into the Commonwealth of Puerto Rico.

The actions taken with respect to the Government of Singapore and with respect to imports of cotton textile products from Singapore have been determined by the President's Cabinet Textile Advisory Committee to involve foreign affairs functions of the United States. Therefore, the directions to the Commissioner of Customs, being necessary to the implementation of such actions, fall within the foreign affairs exception to the notice provisions of Section 4 of the Administrative Procedure Act. This letter will be published in the FEDERAL REGISTER.

Sincerely yours,

JOHN T. CONNER,  
*Secretary of Commerce, and Chairman,  
President's Cabinet Textile  
Advisory Committee.*

[F.R. Doc. 66-3765; Filed, Apr. 6, 1966;  
8:49 a.m.]

## SECURITIES AND EXCHANGE COMMISSION

[File No. 1-3421]

### CONTINENTAL VENDING MACHINE CORP.

#### Order Suspending Trading

APRIL 1, 1966.

The common stock, 10 cents par value, of Continental Vending Machine Corp., being listed and registered on the Ameri-



can Stock Exchange and having unlisted trading privileges on the Philadelphia-Baltimore-Washington Stock Exchange, and the 6 percent convertible subordinated debentures due September 1, 1976, being listed and registered on the American Stock Exchange, pursuant to provisions of the Securities Exchange Act of 1934; and

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

*It is ordered*, Pursuant to sections 15(c)(5) and 19(a)(4) of the Securities Exchange Act of 1934, that trading in such securities on the American Stock Exchange, the Philadelphia-Baltimore-Washington Stock Exchange and otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period April 2, 1966, through April 11, 1966, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBois,  
Secretary.

[F.R. Doc. 66-3743; Filed, Apr. 6, 1966;  
8:47 a.m.]

### UNITED SECURITY LIFE INSURANCE CO.

#### Order Suspending Trading

APRIL 1, 1966.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock, \$1 par value, of United Security Life Insurance Co., Birmingham, Ala., otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

*It is ordered*, Pursuant to section 15(c)(5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period April 3, 1966, through April 12, 1966, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBois,  
Secretary.

[F.R. Doc. 66-3744; Filed, Apr. 6, 1966;  
8:47 a.m.]

## SMALL BUSINESS ADMINISTRATION

[Declaration of Disaster Area 565]

### KANSAS

#### Declaration of Disaster Area

Whereas, it has been reported that during the month of March 1966, because of the effects of certain disasters, damage resulted to residences and busi-

ness property located in the city of Kiowa in the State of Kansas;

Whereas, the Small Business Administration has investigated and has received other reports of investigations of conditions in the city affected;

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such area constitute a catastrophe within the purview of the Small Business Act, as amended.

Now, therefore, as Executive Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 7(b)(1) of the Small Business Act, as amended, may be received and considered by the office below indicated from persons or firms whose property, situated in the aforesaid city and areas adjacent thereto, suffered damage or destruction resulting from fires and accompanying conditions occurring on or about March 22, 1966.

#### Office:

Small Business Administration Regional Office, 302-120 Building, 120 South Market Street, Wichita, Kans., 67202.

2. Applications for disaster loans under the authority of this Declaration will not be accepted subsequent to September 30, 1966.

Dated: March 25, 1966.

ROSS D. DAVIS,  
Executive Administrator.

[F.R. Doc. 66-3745; Filed, Apr. 6, 1966;  
8:47 a.m.]

[Delegation of Authority 30, Detroit, Mich.,  
Region, Rev. 1, Amdt. 1]

### DETROIT REGIONAL OFFICE

#### Delegation of Authority To Conduct Program Activities

Pursuant to the authority delegated to the Regional Director by Delegation of Authority 30 F.R. 3252; 30 F.R. 13556; 30 F.R. 14062 and 30 F.R. 15006, Delegation of Authority 30, Detroit, Mich., Region, Revision 1 is hereby amended to renumber Item I.G. as Item I.H. and Item I.H. as I.I., and to substitute the following authority as Item I.G.:

*I.G. To Loan Specialists GS-9 and above assigned to all financial assistance division programs in all offices of this region.* Final authority to approve the following actions concerning current direct or participation loans:

1. Use of the cash surrender value of life insurance to pay the premium on the policy.
2. Release of dividends of life insurance or consent to application against premiums.
3. Minor modifications in the authorization.
4. Extension of disbursement period.
5. Extension of initial principal payments.
6. Adjustment of interest payment dates.
7. Release of hazard insurance checks not in excess of \$200 and endorse such

checks on behalf of the Agency where SBA is named as joint loss payee.

*Effective date.* March 25, 1966.

ROBERT F. PHILLIPS,  
Regional Director, Detroit, Mich.

[F.R. Doc. 66-3746; Filed, Apr. 6, 1966;  
8:47 a.m.]

### NEW ORLEANS, LA.

#### Designation of Manager, Disaster Disbursing Office

Pursuant to the authority delegated to the Program Coordinator, Disaster Area, State of Louisiana, by Delegation of Authority No. 30-6 (SW Area—Dallas) Disaster No. 7, effective February 1, 1966, the following SBA employee is hereby designated to serve as Manager, Disaster Disbursing Office, New Orleans, La.: Judd F. Williams.

This designation shall remain in effect until revoked in writing.

Effective BOB March 29, 1966.

JAMES R. WOODALL,  
Program Coordinator—FA,  
Disaster Area.

[F.R. Doc. 66-3749; Filed, Apr. 6, 1966;  
8:48 a.m.]

### NEW ORLEANS, LA.

#### Designation of Acting Manager, Disaster Field Office

Pursuant to the authority contained in paragraph III of Delegation of Authority of Program Coordinator, Disaster Area, Relating to Financial Assistance Functions, effective February 1, 1966, I hereby designate the following SBA employee to serve as Acting Manager, Disaster Field Office, New Orleans, La., during any period when I am on leave or in travel status or when I am serving in any other capacity: W. R. White.

This designation will remain in effect until revoked in writing.

Effective BOB March 29, 1966.

F. E. HUDSON,  
Manager, Disaster Field Office,  
New Orleans.

[F.R. Doc. 66-3747; Filed, Apr. 6, 1966;  
8:48 a.m.]

### NEW ORLEANS, LA.

#### Manager, Disaster Field Office; Revocation of Appointment

Pursuant to the authority delegated to the Program Coordinator, Disaster Area, State of Louisiana, by Delegation of Authority No. 30-6 (SW Area—Dallas), Disaster No. 7, effective February 1, 1966, I hereby revoke in its entirety the appointment effective February 1, 1966, of F. E. Hudson as Manager, Disaster Field Office, New Orleans, La.

Effective COB March 31, 1966.

JAMES R. WOODALL,  
Program Coordinator—FA,  
Disaster Area.

[F.R. Doc. 66-3750; Filed, Apr. 6, 1966;  
8:48 a.m.]



## NEW ORLEANS, LA.

Acting Manager, Disaster Field Office;  
Revocation of Appointment

Pursuant to the authority contained in paragraph III of Delegation of Authority of Program Coordinator, Disaster Area, Relating to Financial Assistance Functions, effective February 1, 1966, I hereby revoke in its entirety the appointment effective February 5, 1966, of W. Bryan Shoemaker as Acting Manager, Disaster Field Office, New Orleans, La.

Effective COB March 31, 1966.

F. E. HUDSON,  
Manager, Disaster Field Office,  
New Orleans.

[F.R. Doc. 66-3748; Filed, Apr. 6, 1966;  
8:48 a.m.]

## TARIFF COMMISSION

[22-6:8]

## CHEDDAR CHEESES

Notice of Supplemental Investigation  
and Date of Hearing

At the request of the President, the U.S. Tariff Commission, on the 1st day of April 1966, instituted an investigation supplemental to its investigation No. 6 under section 22 of the Agricultural Adjustment Act, as amended, with respect to the following named cheeses: Cheddar cheese, and cheese and substitutes for cheese containing, or processed from, Cheddar cheese.

*Purpose of supplemental investigation.* After investigation by the United States Tariff Commission under section 22 of the Agricultural Adjustment Act, as amended (7 U.S.C. 624), the President issued a proclamation imposing an absolute annual quota of 2,780,100 pounds on imports of the above-named cheeses (item 950.08 of the Tariff Schedules of the United States). In accordance with the request of the President, the instant supplemental investigation is being undertaken under the authority of section 22(d) of the Agricultural Adjustment Act, as amended, for the purpose of determining—

(1) Whether for the current quota year ending June 30, 1966, the existing quota of 2,780,100 pounds may be increased by 926,700 pounds,

(2) Whether the existing quota of 2,780,100 pounds may for an indefinite period be enlarged to 4,005,100 pounds, not more than 2,780,100 pounds of which shall be products other than natural Cheddar cheese made from unpasteurized milk and aged not less than 9 months, and also

(3) Whether for the quota year beginning July 1, 1966, and ending June 30, 1967, the existing quota of 2,780,100 pounds may be increased to 9,565,300 pounds, not more than 8,340,300 pounds of which shall be products other than natural Cheddar cheese made from unpasteurized milk and aged not less than 9 months,

without rendering or tending to render ineffective or materially interfering with

the Department of Agriculture's price-support programs for milk and butterfat.

Section 22(d) authorizes the President to modify import restrictions imposed under the authority of section 22 whenever, after investigation by the Tariff Commission, he finds and proclaims that changed circumstances require such modification.

The President, upon receipt of advice from the Secretary of Agriculture pursuant to section 22(b) that a condition exists requiring emergency treatment with respect to the foregoing cheeses, issued a proclamation on March 31, 1966, increasing the quota quantity for the remainder of the current quota year ending June 30, 1966, by 926,700 pounds, pending investigation and report of the Tariff Commission.

*Hearing.* A public hearing in connection with this supplemental investigation will be held in the Hearing Room, Tariff Commission Building, 8th and E Streets NW., Washington, D.C., beginning at 10 a.m., e.d.s.t., on April 28, 1966. Interested parties desiring to appear and to be heard at the hearing should notify the Secretary of the Commission, in writing, at its offices in Washington, D.C., at least 3 days in advance of the date set for the hearing.

Issued: April 1, 1966.

By order of the Commission.

[SEAL]

DONN N. BENT,  
Secretary.

[F.R. Doc. 66-3715; Filed, Apr. 6, 1966;  
8:45 a.m.]



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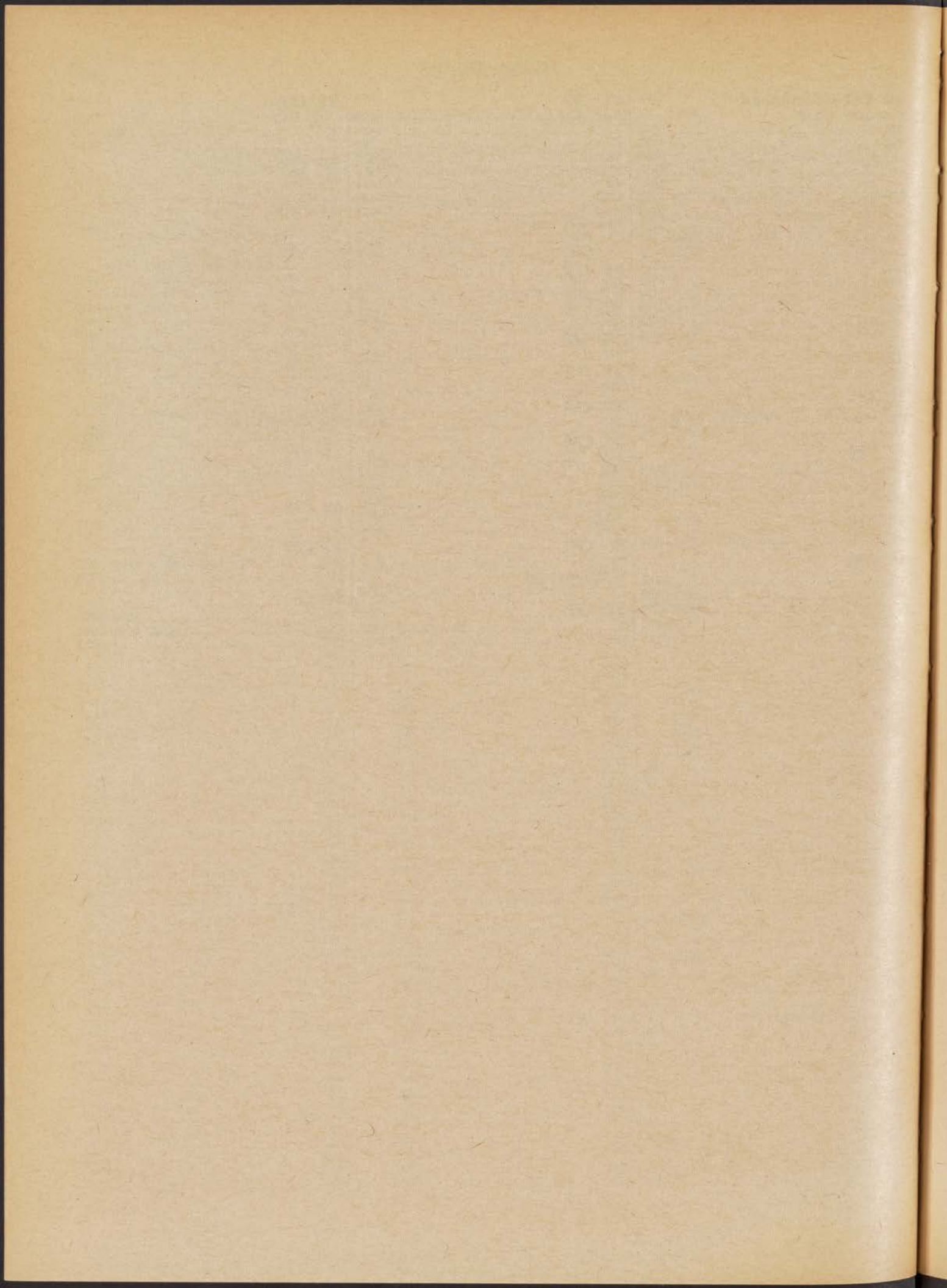
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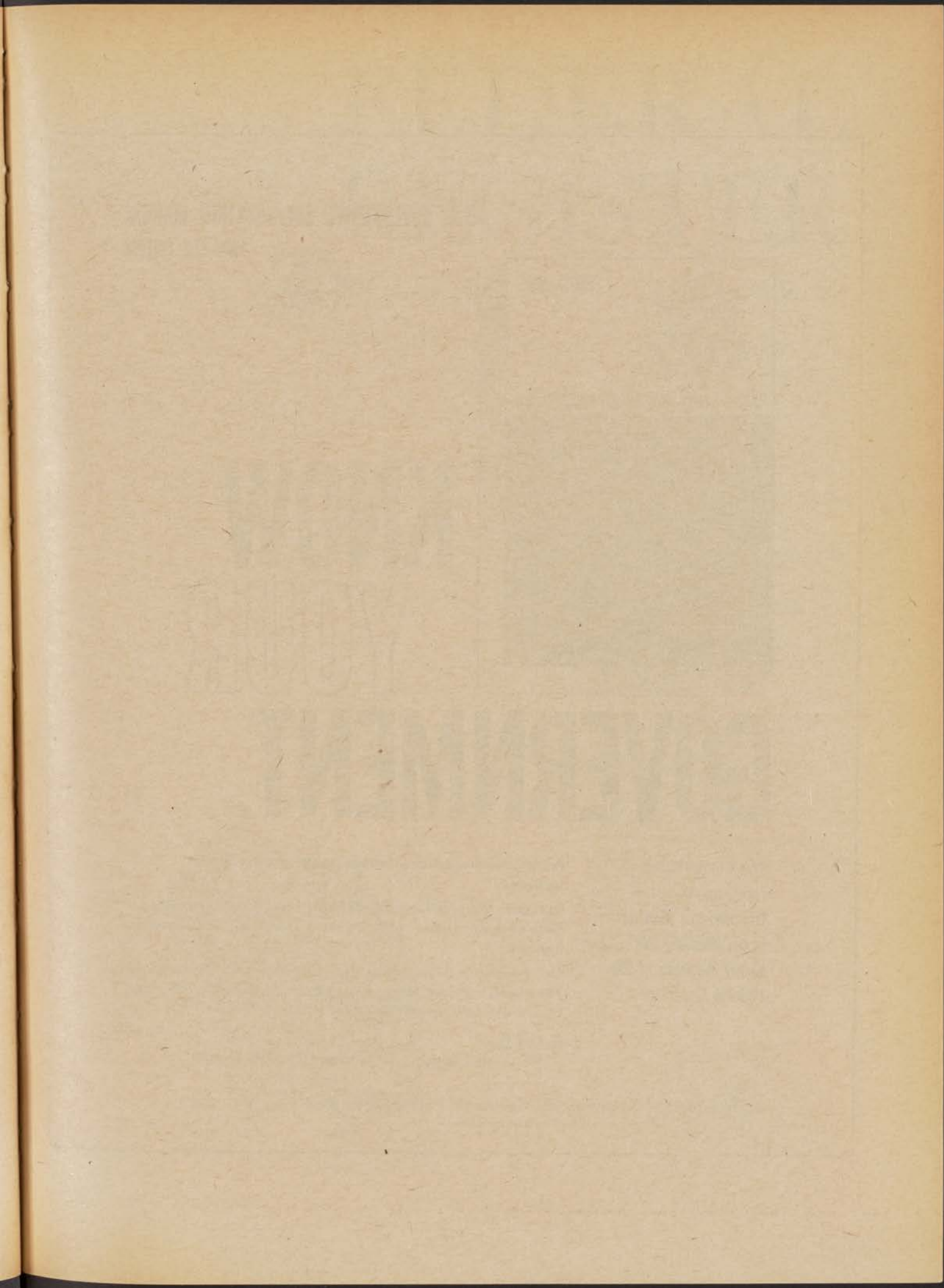
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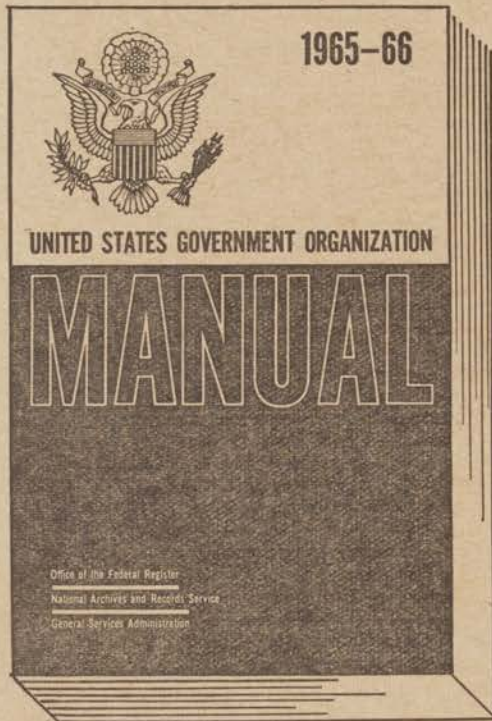






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