

FEDERAL REGISTER

VOLUME 34 • NUMBER 117

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Agencies in this issue—

The President
Business and Defense Services
Administration
Civil Aeronautics Board
Coast Guard
Consumer and Marketing Service
Federal Aviation Administration
Federal Communications Commission
Federal Maritime Commission
Federal Reserve System
Food and Drug Administration
General Services Administration
Indian Affairs Bureau
Interstate Commerce Commission
Maritime Administration
Mines Bureau
National Transportation Safety
Board
Post Office Department
Securities and Exchange Commission

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Executive Order 11474

ADJUSTING RATES OF PAY FOR CERTAIN STATUTORY SCHEDULES

By virtue of the authority vested in me by section 212 of the Federal Salary Act of 1967 (Public Law 90-206, 81 Stat. 634), and after seeking the views of employee organizations as provided therein, it is hereby ordered as follows:

General Schedule

SECTION 1. (a) The rates of basic pay in the General Schedule contained in section 5332(a) of title 5, United States Code, are adjusted as follows:

"GENERAL SCHEDULE"

"Grade"	"Annual rates and steps"									
	1	2	3	4	5	6	7	8	9	10
GS-1.....	\$3,880	\$4,019	\$4,149	\$4,279	\$4,408	\$4,538	\$4,668	\$4,798	\$4,928	\$5,057
GS-2.....	4,360	4,505	4,650	4,795	4,940	5,085	5,230	5,375	5,520	5,665
GS-3.....	4,917	5,081	5,245	5,409	5,573	5,737	5,901	6,065	6,229	6,393
GS-4.....	5,522	5,706	5,890	6,074	6,258	6,442	6,626	6,810	6,994	7,178
GS-5.....	6,176	6,382	6,588	6,794	7,000	7,206	7,412	7,618	7,824	8,030
GS-6.....	6,882	7,111	7,340	7,569	7,798	8,027	8,256	8,485	8,714	8,943
GS-7.....	7,639	7,894	8,149	8,404	8,659	8,914	9,169	9,424	9,679	9,934
GS-8.....	8,449	8,731	9,013	9,295	9,577	9,859	10,141	10,423	10,705	10,987
GS-9.....	9,320	9,631	9,942	10,253	10,564	10,875	11,186	11,497	11,808	12,119
GS-10.....	10,252	10,594	10,936	11,278	11,620	11,962	12,304	12,646	12,988	13,330
GS-11.....	11,233	11,607	11,981	12,355	12,729	13,103	13,477	13,851	14,225	14,599
GS-12.....	13,389	13,835	14,281	14,727	15,173	15,619	16,065	16,511	16,957	17,403
GS-13.....	15,812	16,339	16,866	17,393	17,920	18,447	18,974	19,501	20,028	20,555
GS-14.....	18,531	19,149	19,767	20,385	21,003	21,621	22,239	22,857	23,475	24,093
GS-15.....	21,589	22,309	23,029	23,749	24,469	25,189	25,909	26,629	27,349	28,069
GS-16.....	25,044	25,879	26,714	27,549	28,384	29,219	30,054	30,889	31,724	
GS-17.....	28,976	29,942	30,908	31,874	32,840					
GS-18.....	33,495									

(b) Except as provided in section 5303 of title 5, United States Code, the rates of basic pay of officers and employees to whom the General Schedule set forth in this section applies shall be initially adjusted as of the effective date of this order as follows:

(1) If the officer or employee is receiving basic pay immediately prior to the effective date of this order at one of the rates of a grade in the General Schedule, he shall receive a rate of basic pay at the corresponding rate in effect on and after such date.

(2) If the officer or employee is receiving basic pay immediately prior to the effective date of this order at a rate between two rates of a grade in the General Schedule, he shall receive a rate of basic pay at the higher of the two corresponding rates in effect on and after such date.

(3) If the officer or employee is receiving basic pay immediately prior to the effective date of this order at a rate in excess of the maximum rate of his grade, he shall receive his existing rate of basic pay increased by the amount of increase made by this section in the maximum rate for his grade.

(4) If the officer or employee, immediately prior to the effective date of this order, is receiving, pursuant to section 2(b)(4) of the Federal Employees Salary Increase Act of 1955, an existing aggregate rate of pay determined under section 208(b) of the Act of September 1, 1954 (68 Stat. 1111), plus subsequent increases authorized by law, he shall receive an aggregate rate of pay equal to the sum of his existing aggregate rate of pay on the day preceding the effective date of this order;

plus the amount of increase made by this section in the maximum rate of his grade, until (i) he leaves his position, or (ii) he is entitled to receive aggregate pay at a higher rate by reason of the operation of any provision of law; but, when such position becomes vacant, the aggregate rate of pay of any subsequent appointee thereto shall be fixed in accordance with applicable provisions of law. Subject to clauses (i) and (ii) of the immediately preceding sentence of this paragraph, the amount of the increase provided by this section shall be held and considered for the purposes of section 208(b) of the Act of September 1, 1954, to constitute a part of the existing rate of pay of the employee.

Schedules for the Postal Field Service

SEC. 2. (a) The rates of basic compensation in Postal Field Service Schedule II contained in section 3542(a) of title 39, United States Code, are adjusted as follows:

"POSTAL FIELD SERVICE SCHEDULE

Level	Annual rates and steps											
	1	2	3	4	5	6	7	8	9	10	11	12
PFS-1....	\$4,522	\$4,673	\$4,824	\$4,975	\$5,126	\$5,277	\$5,428	\$5,579	\$5,730	\$5,881	\$6,032	\$6,183
PFS-2....	4,889	5,052	5,215	5,378	5,541	5,704	5,867	6,030	6,193	6,356	6,519	6,682
PFS-3....	5,286	5,462	5,638	5,814	5,990	6,166	6,342	6,518	6,694	6,870	7,046	7,222
PFS-4....	5,715	5,905	6,095	6,285	6,475	6,665	6,855	7,045	7,235	7,425	7,615	7,805
PFS-5....	6,176	6,382	6,588	6,794	7,000	7,206	7,412	7,618	7,824	8,030	8,236	8,442
PFS-6....	6,675	6,898	7,121	7,344	7,567	7,790	8,013	8,236	8,459	8,682	8,905	9,128
PFS-7....	7,216	7,457	7,698	7,939	8,180	8,421	8,662	8,903	9,144	9,385	9,626	9,867
PFS-8....	7,802	8,062	8,322	8,582	8,842	9,102	9,362	9,622	9,882	10,142	10,402	
PFS-9....	8,434	8,715	8,996	9,277	9,558	9,839	10,120	10,401	10,682	10,963		
PFS-10....	9,101	9,404	9,707	10,010	10,313	10,616	10,919	11,222	11,525	11,828		
PFS-11....	10,110	10,447	10,784	11,121	11,458	11,795	12,132	12,469	12,806	13,143		
PFS-12....	11,233	11,607	11,981	12,355	12,729	13,103	13,477	13,851	14,225	14,599		
PFS-13....	12,478	12,894	13,310	13,726	14,142	14,558	14,974	15,390	15,806	16,222		
PFS-14....	13,864	14,326	14,788	15,250	15,712	16,174	16,636	17,098	17,560	18,022		
PFS-15....	15,404	15,917	16,430	16,943	17,456	17,969	18,482	18,995	19,508	20,021		
PFS-16....	17,114	17,684	18,254	18,824	19,394	19,964	20,534	21,104	21,674	22,244		
PFS-17....	19,011	19,645	20,279	20,913	21,547	22,181	22,815	23,449	24,083	24,717		
PFS-18....	21,123	21,826	22,530	23,234	23,938	24,642	25,346	26,050	26,754	27,458		
PFS-19....	23,467	24,249	25,031	25,813	26,595	27,377	28,159	28,941	29,723	30,505		
PFS-20....	26,071	26,940	27,809	28,678	29,547	30,416	31,285	32,154				
PFS-21....	28,976	29,942	30,908	31,874	32,840							

(b) The rates of basic compensation in the Rural Carrier Schedule II contained in section 3543(a) of title 39, United States Code, are adjusted as follows:

"RURAL CARRIER SCHEDULE

	Annual rates and steps											
	1	2	3	4	5	6	7	8	9	10	11	12
"Fixed compensation	\$2,786	\$2,932	\$3,078	\$3,224	\$3,370	\$3,516	\$3,662	\$3,808	\$3,954	\$4,100	\$4,246	\$4,392
For each mile up to 30 miles of route....	103	105	107	109	111	113	115	117	119	121	123	125
For each mile of route over 30.....	25	25	25	25	25	25	25	25	25	25	25	25

(c) The basic compensation of each employee subject to the Postal Field Service Schedule or the Rural Carrier Schedule immediately prior to the effective date of this order shall be determined as follows:

(1) Each employee shall be assigned to the same numerical step for his position which he had attained immediately prior to such effective date. If changes in levels or steps would otherwise occur on such effective date without regard to the provisions of this order, such changes shall be deemed to have occurred prior to conversion.

(2) If the existing basic compensation is greater than the rate to which the employee is converted under paragraph (1) of this subsection, the employee shall be placed in the lowest step which exceeds his basic compensation. If the existing basic compensation exceeds the maximum step of his position, his existing basic compensation shall be increased by the amount of increase made by this section in the maximum rate of his level.

Schedules for the Department of Medicine and Surgery of the Veterans' Administration

SEC. 3. The schedules contained in section 4107 of title 38, United States Code, for certain positions within the Department of Medicine and Surgery of the Veterans' Administration, are adjusted as follows:

"Section 4103 Schedule

- "Assistant Chief Medical Director, \$33,495.
 "Medical Director, \$28,976 minimum to \$32,840 maximum.
 "Director of Nursing Service, \$21,589 minimum to \$28,069 maximum.
 "Director of Chaplain Service, \$21,589 minimum to \$28,069 maximum.
 "Chief Pharmacist, \$21,589 minimum to \$28,069 maximum.
 "Chief Dietitian, \$21,589 minimum to \$28,069 maximum.

"Physician and Dentist Schedule

- "Director grade, \$25,044 minimum to \$31,724 maximum.
 "Executive grade, \$23,273 minimum to \$30,257 maximum.
 "Chief grade, \$21,589 minimum to \$28,069 maximum.
 "Senior grade, \$18,531 minimum to \$24,093 maximum.
 "Intermediate grade, \$15,812 minimum to \$20,555 maximum.
 "Full grade, \$13,389 minimum to \$17,403 maximum.
 "Associate grade, \$11,233 minimum to \$14,599 maximum.

"Nurse Schedule

- "Assistant Director grade, \$18,531 minimum to \$24,093 maximum.
 "Chief grade, \$15,812 minimum to \$20,555 maximum.
 "Senior grade, \$13,389 minimum to \$17,403 maximum.
 "Intermediate grade, \$11,233 minimum to \$14,599 maximum.
 "Full grade, \$9,320 minimum to \$12,119 maximum.
 "Associate grade, \$8,037 minimum to \$10,449 maximum.
 "Junior grade, \$6,882 minimum to \$8,943 maximum."

Foreign Service Schedules

SEC. 4. (a) The per annum salaries of Foreign Service officers in the schedule contained in section 412 of the Foreign Service Act of 1946, as amended (22 U.S.C. 867), are adjusted as follows:

Class 1.....	\$31,705	\$32,762	\$33,495				
Class 2.....	24,867	25,696	26,525	\$27,354	\$28,183	\$29,012	\$29,841
Class 3.....	19,704	20,361	21,018	21,675	22,332	22,989	23,646
Class 4.....	15,812	16,339	16,866	17,393	17,920	18,447	18,974
Class 5.....	12,848	13,276	13,704	14,132	14,560	14,988	15,416
Class 6.....	10,608	10,962	11,316	11,670	12,024	12,378	12,732
Class 7.....	8,916	9,213	9,510	9,807	10,104	10,401	10,698
Class 8.....	7,639	7,894	8,149	8,404	8,659	8,914	9,169"

(b) The per annum salaries of staff officers and employees in the schedule contained in section 415 of the Foreign Service Act of 1946, as amended (22 U.S.C. 870(a)), are adjusted as follows:

Class 1.....	\$19,704	\$20,361	\$21,018	\$21,675	\$22,332	\$22,989	\$23,646	\$24,303	\$24,960	\$25,617
Class 2.....	15,812	16,339	16,866	17,393	17,920	18,447	18,974	19,501	20,028	20,555
Class 3.....	12,848	13,276	13,704	14,132	14,560	14,988	15,416	15,844	16,272	16,700
Class 4.....	10,608	10,962	11,316	11,670	12,024	12,378	12,732	13,086	13,440	13,794
Class 5.....	9,517	9,834	10,151	10,468	10,785	11,102	11,419	11,736	12,053	12,370
Class 6.....	8,526	8,820	9,104	9,388	9,672	9,956	10,240	10,524	10,808	11,092
Class 7.....	7,535	7,810	8,085	8,360	8,635	8,910	9,185	9,460	9,735	10,010
Class 8.....	6,544	6,804	7,064	7,324	7,584	7,844	8,104	8,364	8,624	8,884
Class 9.....	5,553	5,793	6,033	6,273	6,513	6,753	6,993	7,233	7,473	7,713
Class 10.....	4,562	4,782	5,002	5,222	5,442	5,662	5,882	6,102	6,322	6,542

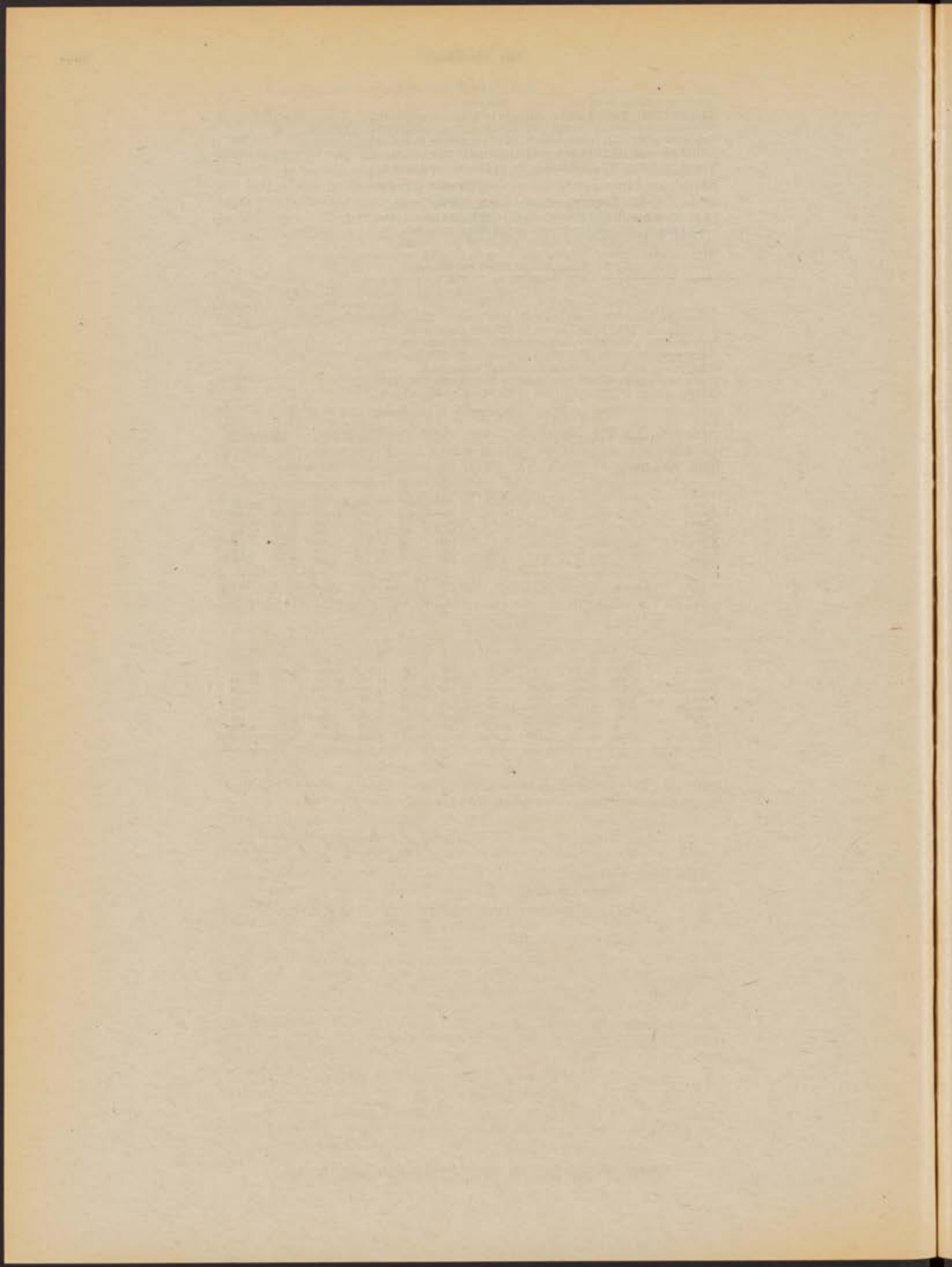
Effective Date

SEC. 5. This order shall become effective on the first day of the first pay period beginning on or after July 1, 1969.

Richard Nixon

THE WHITE HOUSE,
 June 16, 1969.

[F.R. Doc. 69-7287; Filed, June 17, 1969; 4:04 p.m.]



Executive Order 11475

ADJUSTING THE RATES OF MONTHLY BASIC PAY FOR MEMBERS OF THE UNIFORMED SERVICES

By virtue of the authority vested in me as President of the United States and as Commander in Chief of the armed forces of the United States, and in accordance with section 8 of the Act of December 16, 1967, Public Law 90-207 (81 Stat. 654), the rates of monthly basic pay for members of the uniformed services within each pay grade are, effective on July 1, 1969, adjusted upwards as set forth in the following tables:

COMMISSIONED OFFICERS

Pay Grade	Years of service computed under section 205			
	2 or less	Over 2	Over 3	Over 4
O-10 ¹	\$1,810.20	\$1,874.10	\$1,874.10	\$1,874.10
O-9	1,684.40	1,646.40	1,681.80	1,681.80
O-8	1,453.20	1,496.70	1,532.40	1,532.40
O-7	1,207.20	1,289.70	1,289.70	1,289.70
O-6	894.60	983.40	1,047.60	1,047.60
O-5	715.50	840.90	898.20	898.20
O-4	603.60	734.40	783.90	783.90
O-3 ²	561.00	627.00	669.60	741.60
O-2 ¹	449.70	534.00	641.40	662.70
O-1 ²	386.40	427.80	534.00	534.00

COMMISSIONED OFFICERS

Pay Grade	Years of service computed under section 205			
	Over 6	Over 8	Over 10	Over 12
O-10 ¹	\$1,874.10	\$1,945.80	\$1,945.80	\$2,064.90
O-9	1,681.80	1,724.10	1,724.10	1,795.80
O-8	1,532.40	1,646.40	1,646.40	1,724.10
O-7	1,347.00	1,347.00	1,425.30	1,425.30
O-6	1,047.60	1,047.60	1,047.60	1,047.60
O-5	898.20	898.20	926.10	975.60
O-4	783.90	833.70	890.40	940.50
O-3 ²	776.70	804.90	848.10	890.40
O-2 ¹	676.50	676.50	676.50	676.50
O-1 ²	534.00	534.00	534.00	534.00

COMMISSIONED OFFICERS

Pay Grade	Years of service computed under section 205			
	Over 14	Over 16	Over 18	Over 20
O-10 ¹	\$2,094.90	\$2,244.90	\$2,244.90	\$2,394.60
O-9	1,795.80	1,945.80	1,945.80	2,094.90
O-8	1,724.10	1,795.80	1,874.10	1,945.80
O-7	1,496.70	1,646.40	1,789.80	1,789.80
O-6	1,083.30	1,254.30	1,318.50	1,347.00
O-5	1,040.70	1,118.70	1,182.90	1,218.30
O-4	983.40	1,026.30	1,054.80	1,054.80
O-3 ²	912.00	912.00	912.00	912.00
O-2 ¹	676.50	676.50	676.50	676.50
O-1 ²	534.00	534.00	534.00	534.00

COMMISSIONED OFFICERS

Pay Grade	Years of service computed under section 205		
	Over 22	Over 26	Over 30
O-10 ¹	\$2,394.60	\$2,544.30	\$2,544.30
O-9	2,094.90	2,244.90	2,244.90
O-8	2,024.10	2,024.10	2,024.10
O-7	1,759.80	1,759.80	1,759.80
O-6	1,425.30	1,546.20	1,546.20
O-5	1,361.20	1,361.20	1,361.20
O-4	1,054.80	1,054.80	1,054.80
O-3 ²	912.00	912.00	912.00
O-2 ¹	676.50	676.50	676.50
O-1 ²	534.00	534.00	534.00

¹ While serving as Chairman of the Joint Chiefs of Staff, Chief of Staff of the Army, Chief of Naval Operations, Chief of Staff of the Air Force, or Commandant of the Marine Corps, basic pay for this grade is \$2,807.10 regardless of cumulative years of service computed under section 205 of this title.

² Does not apply to commissioned officers who have been credited with over 4 years' active service as enlisted members.

THE PRESIDENT

COMMISSIONED OFFICERS WHO HAVE BEEN CREDITED WITH OVER 4 YEARS' ACTIVE SERVICE AS ENLISTED MEMBERS

Pay Grade	Years of service computed under section 205				
	Over 4	Over 6	Over 8	Over 10	Over 12
O-3.....	\$741.60	\$776.70	\$804.90	\$848.10	\$890.40
O-2.....	662.70	676.50	698.10	734.40	762.90
O-1.....	534.00	570.30	591.60	612.90	634.20

COMMISSIONED OFFICERS WHO HAVE BEEN CREDITED WITH OVER 4 YEARS' ACTIVE SERVICE AS ENLISTED MEMBERS

Pay Grade	Years of service computed under section 205			
	Over 14	Over 16	Over 18	Over 20
O-3.....	\$926.10	\$926.10	\$926.10	\$926.10
O-2.....	783.90	783.90	783.90	783.90
O-1.....	662.70	662.70	662.70	662.70

COMMISSIONED OFFICERS WHO HAVE BEEN CREDITED WITH OVER 4 YEARS' ACTIVE SERVICE AS ENLISTED MEMBERS

Pay Grade	Years of service computed under section 205		
	Over 22	Over 26	Over 30
O-3.....	\$926.10	\$926.10	\$926.10
O-2.....	783.90	783.90	783.90
O-1.....	662.70	662.70	662.70

WARRANT OFFICERS

Pay Grade	Years of service computed under section 205				
	2 or less	Over 2	Over 3	Over 4	Over 6
W-4.....	\$371.20	\$612.90	\$612.90	\$627.00	\$655.20
W-3.....	519.30	563.40	563.40	570.30	577.20
W-2.....	454.80	491.70	491.70	506.10	534.00
W-1.....	378.90	434.70	434.70	470.70	491.70

WARRANT OFFICERS

Pay Grade	Years of service computed under section 205				
	Over 8	Over 10	Over 12	Over 14	Over 16
W-4.....	\$684.00	\$712.50	\$762.90	\$798.00	\$826.50
W-3.....	619.50	655.20	676.50	698.10	719.10
W-2.....	563.40	584.70	605.70	627.00	648.60
W-1.....	513.00	534.00	555.90	577.20	598.50

WARRANT OFFICERS

Pay Grade	Years of service computed under section 205				
	Over 18	Over 20	Over 22	Over 26	Over 30
W-4.....	\$848.10	\$876.30	\$905.40	\$975.60	\$975.60
W-3.....	741.60	769.80	798.00	826.50	826.50
W-2.....	669.60	690.90	719.10	719.10	719.10
W-1.....	619.50	641.40	641.40	641.40	641.40

ENLISTED MEMBERS

Pay Grade	Years of service computed under section 205				
	2 or less	Over 2	Over 3	Over 4	Over 6
E-91.....					
E-8.....					
E-7.....					
E-6.....	\$342.30	\$410.10	\$425.40	\$440.40	\$455.40
E-5.....	294.90	358.20	372.90	388.20	403.20
E-4.....	254.70	313.80	328.80	343.20	365.70
E-3.....	214.20	268.50	283.50	305.70	321.00
E-2.....	155.10	216.30	231.30	246.30	246.30
E-1.....	127.80	179.10	179.10	179.10	179.10
E-1 (Under 4 months).....	123.30	163.80	163.80	163.80	163.80
	115.20				

ENLISTED MEMBERS

Pay Grade	Years of service computed under section 205				
	Over 8	Over 10	Over 12	Over 14	Over 16
E-9 ¹		\$648.90	\$663.90	\$679.20	\$694.20
E-8	\$544.50	559.80	574.50	589.80	604.80
E-7	469.80	484.80	500.40	522.60	537.30
E-6	417.90	433.20	455.40	469.80	484.80
E-5	380.70	395.70	410.10	417.90	417.90
E-4	321.00	321.00	321.00	321.00	321.00
E-3	246.30	246.30	246.30	246.30	246.30
E-2	179.10	179.10	179.10	179.10	179.10
E-1	163.80	163.80	163.80	163.80	163.80

ENLISTED MEMBERS

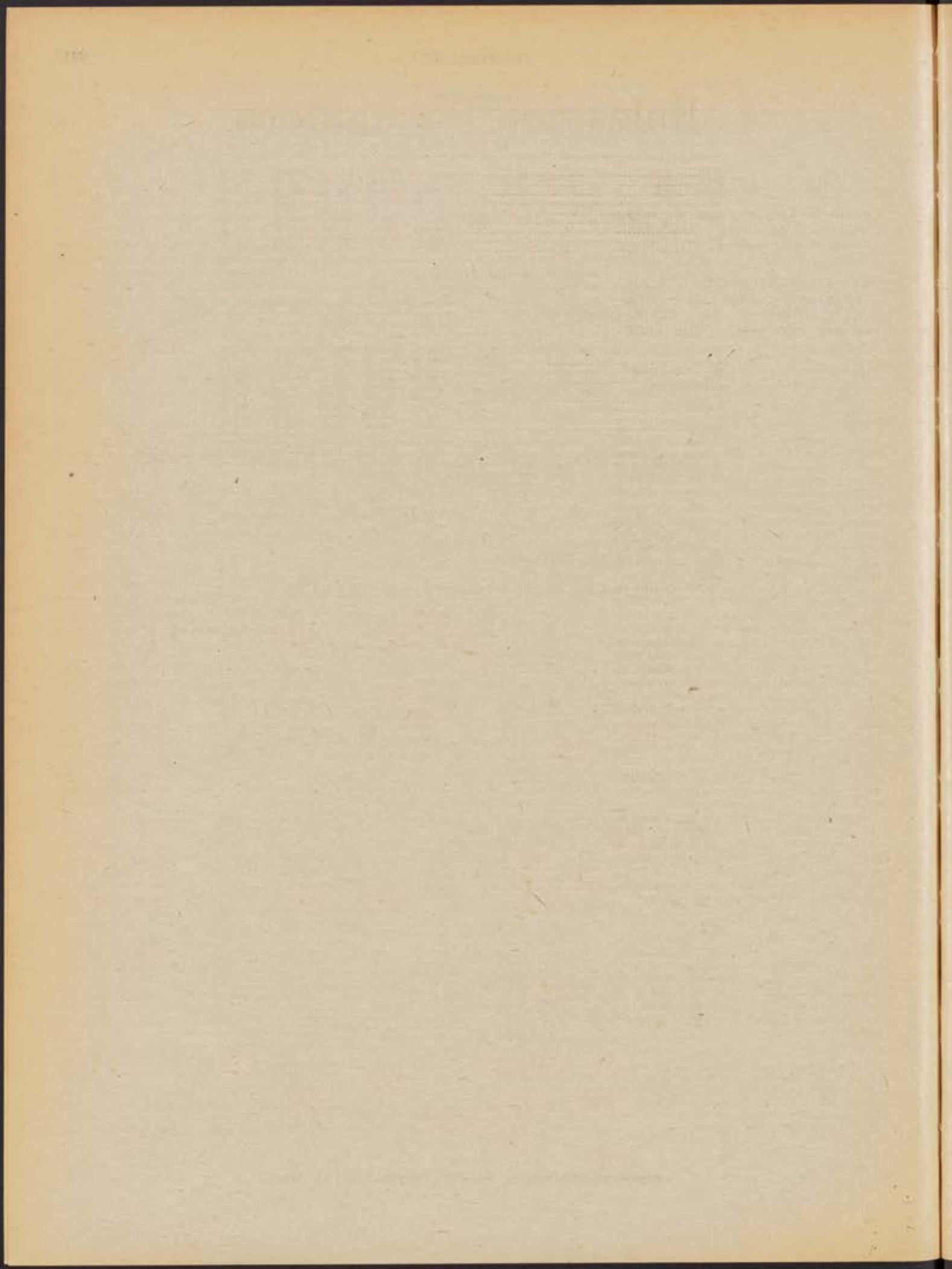
Pay Grade	Years of service computed under section 205				
	Over 18	Over 20	Over 22	Over 26	Over 30
E-9 ¹	\$709.50	\$723.60	\$761.70	\$835.80	\$835.80
E-8	619.20	634.50	672.00	746.40	746.40
E-7	552.30	559.80	597.30	672.00	672.00
E-6	492.60	492.60	492.60	492.60	492.60
E-5	417.90	417.90	417.90	417.90	417.90
E-4	321.00	321.00	321.00	321.00	321.00
E-3	246.30	246.30	246.30	246.30	246.30
E-2	179.10	179.10	179.10	179.10	179.10
E-1	163.80	163.80	163.80	163.80	163.80

¹ While serving as Sergeant Major of the Army, Master Chief Petty Officer of the Navy, Chief Master Sergeant of the Air Force, or Sergeant Major of the Marine Corps, basic pay for this grade is \$1,016.10 regardless of cumulative years of service computed under section 205 of this title.

Richard Nixon

THE WHITE HOUSE,
June 16, 1969.

[F.R. Doc. 69-7288; Filed, June 17, 1969; 4:04 p.m.]



Rules and Regulations

Title 7—AGRICULTURE

Chapter I—Consumer and Marketing Service (Standards, Inspections, Marketing Practices), Department of Agriculture

PART 52—PROCESSED FRUITS AND VEGETABLES, PROCESSED PRODUCTS THEREOF, AND CERTAIN OTHER PROCESSED FOOD PRODUCTS

Subpart—Regulations Governing Inspection and Certification

BASIS FOR CHARGES

The Agricultural Marketing Act of 1946 authorizes official inspection and certification of processed fruits and vegetables, processed products thereof, and certain other processed food products.¹ Such inspection and certification is voluntary and is made available only upon request of financially interested parties and upon payment of a fee. The Act requires such fees to be reasonable and, as nearly as possible, to cover the cost of rendering the service.

Statement of considerations leading to amendment of regulations. The rising costs of maintaining the inspection service have made it necessary to increase the hourly rate of charge for inspection services rendered. The hourly rate was raised in 1968 together with increases in all categories of products which are based on a unit charge. Recent evaluation of the fee schedule in this subpart indicates that a further adjustment from \$8 to \$8.50 in the hourly rate is necessary. No changes are made in the current unit rate charges.

No other changes are made in this subpart, except for minor additions to the table on special analyses.

Pursuant to the authority contained in the Agricultural Marketing Act of 1946 (60 Stat. 1087 et seq., as amended; 7 U.S.C. 1621 et seq.), the following paragraphs of §§ 52.42, 52.47, 52.48, and 52.49 dealing with fees and charges of this subpart are hereby amended as follows:

§ 52.42 Schedule of fees.

(a) Unless otherwise provided in a written agreement between the applicant and the Administrator, the fee for any inspection service performed under the regulations in this part at the request of the United States, or any agency or instrumentality thereof, shall be at the rate of \$8.50 per hour.

¹ Among such other processed food products are the following: Honey; molasses, except for stockfeed; nuts and nut products, except oil; sugar (cane, beet, and maple); sirups (blended), sirups, except from grain; tea, cocoa; coffee; spices; condiments.

(b) Unless otherwise provided in this part, the respective fees for inspection services performed under this part on officially drawn samples shall be based on the applicable rates specified in this section plus the applicable charges for such micro, chemical, and certain other special analyses specified in § 52.47 which may be requested by the applicant or required by the inspector to determine the quality or condition of the processed product.

OFFICIALLY DRAWN SAMPLES

(1) For sampling, checkloading, condition of container examination, or for any related services, or any combination thereof, including travel time as provided for in § 52.51—\$8.50 per hour.

(d) The fee for any inspection service performed on any processed product not included in paragraphs (b) and (c) of this § 52.42 shall be at the rate of \$8.50 per hour for the time (including travel time as provided for in § 52.51) required by the inspector in performing the inspection service.

§ 52.47 Charges for micro, chemical, and certain other special analyses.

(a) * * *

Type of analysis	For first analysis	For each additional analysis
Moisture (drying method).....	\$4.00	\$4.00
Total solids (drying method)....	4.00	4.00

§ 52.48 Fees and charges not otherwise provided for; and situations where hourly rate required.

With respect to any inspection service for which no applicable fee or charge is set forth in this part, or when the inspection service performed is such that applicable fees and charges would be inadequate or inequitable, the total fees and charges shall be based upon the time consumed by the inspector in performance of such inspection service at the rate of \$8.50 per hour.

§ 52.49 Charges for copies of score sheets.

If the applicant for inspection service requests one or more copies of a score sheet referable to the processed product covered thereby, he may obtain such copies from the inspector in charge of the office of inspection serving the area where the service was performed at a charge of \$4 per copy: *Provided*, That no charge shall be made for one copy if requested in conjunction with the request for inspection.

Notice of proposed rule making, public procedure thereon, and the postpone-

ment of the effective time of this action later than July 13, 1969 (5 U.S.C. 553), are impracticable, unnecessary, and contrary to the public interest in that (1) the Agricultural Marketing Act of 1946 provides that the fees charged shall be reasonable and, as nearly as possible, cover the cost of the service rendered; (2) the increases in fee rates set forth herein are necessary to more nearly cover such cost including, but not limited to, Federal employee salary adjustments; (3) it is imperative that these increases in fee rates become effective in time to cover such increased costs; and (4) additional time is not required by users of the inspection service to comply with this amendment.

(Secs. 203, 205, 60 Stat. 1087, as amended, 1090 as amended; 7 U.S.C. 1622, 1624)

Dated June 13, 1969, to become effective at 12:01 a.m., July 13, 1969.

JOHN E. TROMER,
Acting Deputy Administrator,
Marketing Services.

[F.R. Doc. 69-7240; Filed, June 18, 1969; 8:46 a.m.]

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

[Valencia Orange Reg. 281]

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

Limitation of Handling

§ 908.581 Valencia Orange Regulation 281.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 908, as amended (7 CFR Part 908, 33 F.R. 19829), regulating the handling of Valencia oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Valencia Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such Valencia oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C.

553) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for Valencia oranges and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such Valencia oranges; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on June 17, 1969.

(b) *Order.* (1) The respective quantities of Valencia oranges grown in Arizona and designated part of California which may be handled during the period June 20, 1969, through June 26, 1969, are hereby fixed as follows:

- (i) District 1: 231,000 cartons;
- (ii) District 2: 350,000 cartons;
- (iii) District 3: 119,000 cartons.

(2) As used in this section, "handler," "District 1," "District 2," "District 3," and "carton" have the same meaning as when used in said amended marketing agreement and order.

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

Dated: June 18, 1969.

PAUL A. NICHOLSON,
Deputy Director, Fruit and
Vegetable Division, Consumer
and Marketing Service.

[F.R. Doc. 69-7351; Filed, June 18, 1969;
11:28 a.m.]

[Apricot Reg. 9]

PART 922—APRICOTS GROWN IN DESIGNATED COUNTIES IN WASHINGTON

Limitation of Shipments

Findings. (1) Pursuant to the marketing agreement, as amended, and Order No. 922, as amended (7 CFR Part 922), regulating the handling of apricots grown in designated counties in Washington, effective under the applicable

provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations of the Washington Apricot Marketing Committee, established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of apricots, in the manner herein provided, will tend to effectuate the declared policy of the act.

(2) The recommendations by the Washington Apricot Marketing Committee reflect its appraisal of the crop and current and prospective market conditions. Shipments of apricots from the production area are expected to begin on or about June 23, 1969. The grade and size requirements provided herein are necessary to prevent the handling, on and after June 23, 1969, of any apricots of lower grades and smaller sizes than those herein specified, so as to provide consumers with good quality fruit, consistent with (1) the overall size and quality of the crop and (2) maximizing returns to the producers pursuant to the declared policy of the act.

Apricots of the Moorpark variety shipped in open containers are required to be generally well matured. Provision is made for apricots of the Blenheim, Blenril, and Tilton varieties to be of a smaller size when packed in unlidded containers. These three varieties are of a somewhat smaller size than other varieties at comparable stages of maturity. There is a demand for fruit meeting the foregoing specifications in local markets. Due to the nearness to the source of supply shipments of more mature fruit and fruit of the specified varieties of smaller sizes in less expensive unlidded containers is feasible and the disposition of such fruit in such markets tends to improve the overall returns to growers. Individual shipments, not exceeding 500 pounds of apricots sold for home use and not for resale are exempted from regulation in that such shipments do not materially affect the demand in commercial channels. Certain safeguards respecting such shipments are imposed, consistent with the order, to prevent such apricots from entering into regulated channels of trade.

(3) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of the regulation until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 553) in that, as hereinafter set forth, the time intervening between the date when information upon which this regulation is based became available and the time when this regulation must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective not later than June 23, 1969. A reasonable determination as to the supply of, and the demand for, such apricots must await the development of the crop and ade-

quate information thereon was not available to the Washington Apricot Marketing Committee until it met on May 21, 1969; recommendation as to the need for, and the extent of, regulation of shipments of such apricots was made at the said meeting of the committee on May 21, 1969, after consideration of all available information relative to the supply and demand conditions for such apricots, at which time the recommendation and supporting information were submitted to the Department; necessary supplemental data for consideration in connection with the specifications of the provisions were not available until June 3, 1969; shipments of the current crop of such apricots are expected to begin on or about the effective date hereof; and this regulation should be applicable, insofar as practicable, to all shipments of such apricots in order to effectuate the declared policy of the act; and compliance with the provisions of this regulation will not require of handlers any preparation therefor which cannot be completed by the effective time hereof.

§ 922.309 Apricot Regulation 9.

(a) *Order:*

(1) Apricot Regulation 8 (33 F.R. 9147), is hereby terminated on June 23, 1969.

(2) During the period June 23, 1969, through June 30, 1970, no handler shall handle any container of apricots unless such apricots meet the following applicable requirements, or are handled in accordance with subparagraph (3) of this paragraph.

(i) *Minimum grade and maturity requirements.* Such apricots grade not less than Washington No. 1 and are at least reasonably uniform in color: *Provided*, That if such apricots are the Moorpark variety in open containers they are generally well matured; and

(ii) *Minimum size requirements.* Such apricots measure not less than 1½ inches in diameter: *Provided*, That apricots of the Blenheim, Blenril, and Tilton varieties when packed in unlidded containers may measure not less than 1¼ inches: *And provided further*, That not more than 10 percent, by count, of such apricots may fail to meet the applicable minimum diameter requirement.

(3) Notwithstanding any other provision of this section, any individual shipment of apricots which meets each of the following requirements may be handled without regard to the provisions of this paragraph, of § 922.41 (Assessments), and of § 922.55 (Inspection and Certification):

(i) The shipment consists of apricots sold for home use and not for resale.

(ii) The shipment does not, in the aggregate, exceed 500 pounds, net weight, of apricots; and

(iii) Each container is stamped or marked with the words "not for resale" in letters at least one-half inch in height.

(b) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said

amended marketing agreement and order; "diameter" and "Washington No. 1" shall have the same meaning as when used in the State of Washington Department of Agriculture Standards for Apricots, effective May 31, 1966; "reasonably uniform in color" means that the apricots in the individual container do not show sufficient variation in color to materially affect the general appearance of the apricots; and "generally well matured" means that, with respect to not less than 90 percent, by count, of the apricots in any lot of containers, and not less than 85 percent, by count, of such apricots in any container in such lot, at least 40 percent of the surface area of the fruit is at least as yellow as Shade 4 on the U.S. Standard Ground Color Chart for Apples and Pears in the Western States.

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

Dated: June 16, 1969.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Consumer and Marketing Service.

[F.R. Doc. 69-7257; Filed, June 18, 1969; 8:48 a.m.]

Title 12—BANKS AND BANKING

Chapter II—Federal Reserve System

SUBCHAPTER A—BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM

[Reg. K]

PART 211—CORPORATIONS ENGAGED IN FOREIGN BANKING AND FINANCING UNDER THE FEDERAL RESERVE ACT

Acquisition of "Rights"

§ 211.104 Acquisition of rights to acquire shares incident to extensions of credit.

(a) When the Board grants its specific consent for a member bank or a corporation organized under section 25(a) of the Federal Reserve Act (an "Edge" corporation) or operating pursuant to an agreement with the Board under section 25 thereof (an "Agreement" corporation) to acquire a controlling stock interest in another corporation, the terms of such consent ordinarily condition the continued holding of such stock upon the requirement that the subsidiary limit its activities to those permissible for an Edge corporation. Except for investments in the shares of "foreign corporations not doing business in the United States" to the limited extent authorized by the general consent in § 211.8(a) or as otherwise permitted in § 211.8(b) or (c)(2), specific consent of the Board is required before an Edge corporation may acquire "shares" in another corporation. Section 211.8(c)(2) provides that "unless otherwise specified, 'shares' in this section includes any rights to acquire shares * * *".

(b) In borrowing abroad through affiliates to finance their overseas operations, U.S. corporations have made increasing use of obligations convertible into shares of the parent corporation or have offered rights to acquire such shares (both such convertible obligations and rights hereinafter being collectively referred to as "rights"). Since many foreign subsidiaries of member banks and Edge and Agreement corporations are important sources for such financing, the question has arisen whether the Board should permit such subsidiaries to acquire, without its consent, such "rights" to acquire shares of corporations which are organized or doing business in the United States.

(c) Having concluded that such subsidiaries should in certain circumstances be permitted to acquire such "rights" without its consent and that section 25 (a) does not require otherwise, the Board hereby specifies that, as used in § 211.8 (b), the term "shares" does not include "rights" to acquire shares of other corporations, even those organized or doing business in the United States: *Provided*, That such "rights" (1) are exercised only with specific consent of the Board, (2) are acquired incident to an extension of credit or the purchase of a debt obligation, (3) have an investment value relatively small in relation to the obligation to which they pertain, and (4) will not cause the subsidiary to have invested more than \$500,000 in the "rights" and shares of any corporation.

(d) In this connection it is noted that section 25(a) prohibits the purchase and holding of stock (including the exercise of "rights") if the issuer is "engaged in the general business of buying or selling goods, wares, merchandise or commodities in the United States (or transacts) any business in the United States except such as in the judgment of the Board * * * may be incidental to its international or foreign business * * *".

(12 U.S.C. 615. Interprets or applies 12 U.S.C. 615(c))

Dated at Washington, D.C., this 5th day of June 1969.

By order of the Board of Governors.

[SEAL] ROBERT P. FORRESTAL,
Assistant Secretary.

[F.R. Doc. 69-7222; Filed, June 18, 1969; 8:45 a.m.]

[Reg. M]

PART 213—FOREIGN ACTIVITIES OF NATIONAL BANKS

Acquisition of "Rights"

§ 213.102 Acquisition of rights to acquire shares incident to extensions of credit.

For text of this interpretation, see § 211.104 of this subchapter.

(12 U.S.C. 601. Interprets or applies 12 U.S.C. 601)

Dated at Washington, D.C., this 5th day of June 1969.

By order of the Board of Governors.

[SEAL] ROBERT P. FORRESTAL,
Assistant Secretary.

[F.R. Doc. 69-7223; Filed, June 18, 1969; 8:45 a.m.]

[Reg. Z]

PART 226—TRUTH IN LENDING

Miscellaneous Interpretations

§ 226.503 Minor irregularities—maximum irregular period limits.

(a) Section 226.5(d) specifies certain minimums in determining what minor irregularities in first payment periods may be disregarded in determining the annual percentage rate. The question arises as to what maximum limits for such periods would still permit the irregular periods to be considered regular in computing the annual percentage rate.

(b) If the period from the date on which the finance charge begins to accrue and the date the final payment is due is not less than 3 months in the case of weekly payments, 6 months in the case of biweekly or semi-monthly payments, or 1 year in the case of monthly payments, the maximum interval of time from the date the finance charge begins to accrue to the date the first payment is due is as follows:

(1) In the case of weekly payments, 12 days;

(2) In the case of biweekly or semi-monthly payments, 25 days;

(3) In the case of monthly payments, 50 days.

(c) If the period from the date on which the finance charge begins to accrue and the date the final payment is due is less than 3 months in the case of weekly payments, 6 months in the case of biweekly or semi-monthly payments, or 1 year in the case of monthly payments, the maximum interval of time from the date the finance charge begins to accrue to the date the first payment is due is as follows:

(1) In the case of weekly payments, 10 days;

(2) In the case of biweekly or semi-monthly payments, 21 days;

(3) In the case of monthly payments, 42 days.

(Interprets and applies 15 U.S.C. 1606)

§ 226.807 Assumption of an obligation—disclosures.

(a) The question arises as to which disclosures are required to be made under § 226.8(k).

(b) For the purposes of § 226.8(k), an "assumption" occurs only when, by written agreement entered into between a subsequent customer and the creditor, that subsequent customer is or will be accepted by that creditor as an obligor on an existing evidence of debt. In such circumstances, disclosures shall be made as follows:

(1) If the finance charge originally imposed on the existing evidence of debt

was an add-on or discount type finance charge, the creditor need only disclose:

(i) The unpaid balance of the obligation assumed;

(ii) The total amount of the charges imposed by the creditor, individually itemized, in connection with the assumption;

(iii) The number, amount, and due dates of remaining payments to be made after assumption, the total of such payments, and any other applicable information required under § 226.8(b)(3);

(iv) Identification of the type of security interest, if any, retained or to be required in any property of the assuming customer and a brief identification of that property;

(v) The information required to be disclosed under § 226.8(b)(4), (6), and (7);

(vi) If applicable in connection with the assumption, the disclosures required under § 226.4(a)(5) and (6); and

(vii) If that obligation was entered into on or after July 1, 1969, the annual percentage rate originally disclosed on the existing obligation.

(2) If the existing evidence of debt is subject to a finance charge computed from time to time by application of a percentage rate to an unpaid balance, the creditor shall make the disclosures required under § 226.8(b) and (d) and, if applicable in connection with the assumption, the disclosures required under § 226.4(a)(5) and (6), except that in determining the amount of the finance charge and the annual percentage rate to be disclosed to the customer who assumes the obligation, the creditor may disregard any prepaid finance charges paid by the original customer, but shall include in the finance charge as a "prepaid finance charge" the total amount of the charges imposed by the creditor, individually itemized, in connection with the assumption.

(Interprets and applies 15 U.S.C. 1638 and 15 U.S.C. 1639)

§ 226.808 Disclosure of amount of scheduled payments.

(a) Section 226.8(b)(3) requires the creditor to disclose the "amount * * * of payments scheduled to repay the indebtedness." In certain transactions each payment consists of an equal amount to apply on principal and a finance charge which is determined by application of a rate to the decreasing unpaid balance. In such cases no two payments are equal in amount. The question arises as to whether it is necessary to list the respective dollar amount of each such payment to comply with this requirement of § 226.8(b)(3), or whether an optional disclosure is permitted.

(b) In any transaction in which the amount of each regularly scheduled payment (other than a first or last payment) includes an equal amount to be applied on principal and a finance charge computed by application of a rate to the decreasing unpaid balance, at the creditor's option the requirement of § 226.8(b)(3) with respect to the amount of

each payment may be met by disclosing the following information:

(1) The amount of each payment to be applied on principal, and an identification of that amount as payment on principal; and

(2) The respective amount of finance charge included in the first and last scheduled payments so described.

(c) If this option is utilized, the exceptions provided under paragraphs (b)(3), and (c)(8) and (d)(3) of § 226.8 shall not apply.

(Interprets and applies 15 U.S.C. 1638 and 15 U.S.C. 1639)

§ 226.809 Disclosures for certain student loans.

Footnotes 10 and 11 to Regulation Z provide an exception from specified disclosure requirements for interim student loans under certain federally insured student loan programs. These exceptions are applicable to other student loans of the same type, including those made to students under federally supported loan programs or programs of loan guarantee, administered by or under agreement with the U.S. Department of Health, Education, and Welfare. In all of such cases, however, all disclosures must be made prior to the time the final note is executed or repayment schedule is agreed upon.

(Interprets and applies 15 U.S.C. 1639)

Dated at Washington, D.C., this 10th day of June 1969.

By order of the Board of Governors.

[SEAL] ROBERT P. FORRESTAL,
Assistant Secretary.

[F.R. Doc. 69-7224; Filed, June 18, 1969; 8:45 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

[Airspace Docket No. 69-CE-38]

PART 73—SPECIAL USE AIRSPACE

Alteration of Restricted Area

The purpose of this amendment to Part 73 of the Federal Aviation Regulations is to reduce the designated altitudes of the Brookville, Kans., Restricted Area R-3601.

The U.S. Air Force has agreed to reduce the designated altitudes of R-3601 from surface to Flight Level 260 to surface to Flight Level 200.

Since this amendment will restore airspace to the public use, notice and public procedure are unnecessary and for this reason the amendment may be made effective without regard to the 30-day period preceding effectiveness.

In consideration of the foregoing, Part 73 of the Federal Aviation Regulations is amended, effective upon publication in the Federal Register, as hereinafter set forth.

Section 73.36 (34 F.R. 4828) is amended as follows:

In R-3601 Brookville, Kans., delete "260" and substitute "200" therefor.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348; sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Washington, D.C., on June 11, 1969.

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

[F.R. Doc. 69-7236; Filed, June 18, 1969; 8:46 a.m.]

[Airspace Docket No. 68-WE-77]

PART 75—ESTABLISHMENT OF JET ROUTES

Alteration of Jet Route Segments

On December 6, 1968, a notice of proposed rule making was published in the Federal Register (33 F.R. 18199) stating that the Federal Aviation Administration was considering amendments to Part 75 of the Federal Aviation Regulations that would realign Jet Route No. 20 segment between Pendleton, Oreg., and Rock Springs, Wyo., and realign and extend Jet Route No. 54 segment from Pendleton to Pocatello, Idaho.

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

In consideration of the foregoing, Part 75 of the Federal Aviation Regulations is amended effective, 0901 G.m.t., August 21, 1969, as hereinafter set forth.

Section 75.100 (34 F.R. 4856) is amended as follows:

a. In the text Jet Route No. 20 "Boise, Idaho; Malad City, Idaho;" is deleted and "McCall, Idaho; Pocatello, Idaho;" is substituted therefor.

b. Jet Route No. 54 is amended to read:

Jet Route No. 54 (Pendleton, Oreg., to Pocatello, Idaho) from Pendleton, Oreg., via Boise, Idaho, to Pocatello, Idaho.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348; sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Washington, D.C., on June 11, 1969.

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

[F.R. Doc. 69-7235; Filed, June 18, 1969; 8:46 a.m.]

[Docket No. 9656; Amdts. 151-32, 153-5]

PART 151—FEDERAL AID TO AIRPORTS

PART 153—ACQUISITION OF U.S. LAND FOR PUBLIC AIRPORTS

Exclusive Rights at Airports and Correction of References to FAA Forms

The purpose of these amendments to Parts 151 and 153 of the Federal Aviation Regulations is to (1) clarify the

language of the regulations relating to exclusive rights at airports; and (2) correct the references to FAA Form in §§ 151.21 (a) and (c), 151.57(a), and 151.67(a) (3).

On February 25, 1969, the FAA issued Amendment 151-30 to clarify the policy on exclusive rights, at airports on which sponsors desired assistance under the Federal-Aid Airport Program, that were contrary to section 308(a) of the Federal Aviation Act (49 U.S.C. 1349(a)) and the Policy on Exclusive Rights at Airports issued October 25, 1965 (30 F.R. 13661). In order to accurately reflect that policy, Amendment 151-30 distinguished between exclusive rights that were contrary to the FAA's exclusive rights policy at the time they were granted, and those that were not, by requiring termination at different times.

Since Amendment 151-30, §§ 151.121 (d) and 153.13(d) (3) require the sponsor or grantee, respectively, to agree to terminate "any other exclusive right." In its context, this language covers aeronautical activities alone. However, some sponsors under the Federal-Aid Airport Program have asserted that the phrase "any other exclusive right" can be interpreted to mean all exclusive activities on the airport, including nonaeronautical activities. In order to avoid this interpretation, §§ 151.121(d) and 153.13(d) (3) are now amended to relate to aeronautical activities alone.

The amendments to §§ 151.21(a) and 151.57(a) are made to conform references to the FAA Forms to the forms now used. The amendments to §§ 151.21 (c) and 151.67(a) (3) are made to strike out references to an FAA form that has been discontinued.

Since these amendments relate to public grants and benefits, and are only clarifying or procedural in nature, I find that notice and public procedure thereon are not required, and that they may become effective upon publication.

In consideration of the foregoing, effective June 19, 1969, Parts 151 and 153 of the Federal Aviation Regulations are amended as follows:

1. By amending Part 151 as follows:

§ 151.21 [Amended]

a. By striking out the words "Form FAA-1623" in § 151.21(a), and inserting the words "FAA Form 5100-3" in place thereof.

b. By striking out the words "Form FAA-1624" and "Form FAA-1624.1," in the first and third sentences of § 151.21 (c), respectively, and inserting the words "FAA Form 1624" in place thereof.

§ 151.57 [Amended]

c. By striking out the words "Form FAA-1625.1" in § 151.57(a), and inserting the words "FAA Form 5100-6" in place thereof.

§ 151.67 [Amended]

d. By striking out the words "Form FAA-1624.1" and "Form FAA-1624" in § 151.67(a) (3), and inserting the words "FAA Form 1624" in place thereof.

e. By amending paragraph (d) of § 151.121 to read as follows:

§ 151.121 Procedures: offer; sponsor assurances.

(d) Agrees that it will terminate any other exclusive right to conduct any aeronautical activity now existing at such an airport before the grant of any assistance under the Federal Airport Act.

2. By amending paragraph (d) (3) of § 153.13 to read as follows:

§ 153.13 Covenants in conveyances.

(d) * * *
(3) Agrees that it will terminate forthwith any other exclusive right to conduct any aeronautical activity now or hereafter existing at such an airport;

(Sec. 308(a), 313, Federal Aviation Act of 1958 (49 U.S.C. 1349(a), 1354); Federal Airport Act, as amended (49 U.S.C. 1101-1120); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); § 1.4(b) (2), regulations of the Office of the Secretary of Transportation)

Issued in Washington, D.C., on June 12, 1969.

G. S. MOORE,
Acting Administrator.

[F.R. Doc. 69-7234; Filed, June 18, 1969; 8:46 a.m.]

Title 30—MINERAL RESOURCES

Chapter I—Bureau of Mines, Department of the Interior

[Bureau of Mines Schedule 21B]

PART 14—FILTER-TYPE DUST, FUME, AND MIST RESPIRATORS

Requirements for Investigation, Testing, and Certification

On pages 6735 and 6736 of the FEDERAL REGISTER of April 22, 1969, there was published a notice and text of proposed amendments of Part 14 of Subchapter B of Chapter I, Title 30, Code of Federal Regulations, prescribing requirements for investigation, testing, and certifying Filter-Type Dust, Fume, and Mist Respirators.

Interested persons were allowed 30 days after publication of the notice to submit written comments, suggestions, or objections concerning the proposed amendment. The proposed amendments are adopted without change except for an addition in § 14.30(b) applying to respirators for protection against fumes of metals having a TLV not less than 0.1 milligram per cubic meter. No other comments or suggestions were received.

These amendments shall be effective on the date of publication in the FEDERAL REGISTER.

Dated: June 12, 1969.

JOHN F. O'LEARY,
Director, Bureau of Mines.

Part 14 of Subchapter B of Chapter I of Title 30 is amended as follows:

1. Paragraph (b) of § 14.2 is amended as follows:

§ 14.2 Definitions.

(b) "Bureau" means the Bureau of Mines of the U.S. Department of the Interior.

2. Section 14.3 is amended as follows:

§ 14.3 Consultation.

By appointment, applicants or their representatives may visit the Bureau's Health and Safety Research and Testing Center, 4800 Forbes Avenue, Pittsburgh, Pa. 15213, to discuss with qualified Bureau personnel proposed respirators to be submitted in accordance with the regulations of this part. No charge is made for such consultation and no written report thereof will be made to the applicant.

3. A new subparagraph (7) is added to paragraph (b) of § 14.4, as follows, and the present subparagraphs (7) and (8) are renumbered (8) and (9), respectively:

§ 14.4 Types of respirators for which certificates of approval will be issued.

(b) * * *
(7) Respirators for radon daughters and radon daughters attached to dusts, fumes, and mists.

4. Paragraphs (a) and (h) of § 14.5 are amended as follows:

§ 14.5 Applications.

(a) Investigation or testing, including retesting of equipment that has been previously tested and disapproved, will be undertaken by the Bureau only pursuant to a written application, in duplicate, accompanied by all prescribed drawings, specifications, and related materials; and accompanied by a check, bank draft, or money order payable to the Bureau of Mines, to cover the fees. The application, all related matters, and all correspondence concerning it shall be sent to the Bureau of Mines, Health and Safety Research and Testing Center, 4800 Forbes Avenue, Pittsburgh, Pa. 15213, Attention: Approval and Testing.

(h) When the Bureau notifies the applicant that the application has been accepted, it will also notify him as to the number of completely assembled respirators, together with the number of filters and other parts, that will be required for testing. All materials required for testing shall be delivered (charges prepaid) to the Bureau of Mines, Health and Safety Research and Testing Center, 4800 Forbes Avenue, Pittsburgh, Pa. 15213, Attention: Approval and Testing.

5. New items (l) and (p) are added to § 14.6, as follows, and present items

(l), (m), (n), (o), and (p) are relettered (m), (n), (o), (q), and (r), respectively:

§ 14.6 Fees.

(l) Radon daughters and radon daughters attached to dusts, fumes, and mists.....	\$740
(p) Facepiece only for respirator (1).....	325

6. Section 14.8 is amended as follows:

§ 14.8 Conduct of investigations, tests, and demonstrations.

(a) Prior to the issuance of a certificate of approval, only Bureau personnel, representatives of the applicant, and such other persons as may be mutually agreed upon, may observe the investigations or tests. The Bureau shall hold as confidential, and shall not disclose, principles or patentable features prior to certification. It shall not disclose any analyses, nor any details of the applicant's drawings, specifications, and related material. The conduct of all investigations, tests, and demonstrations shall be under the sole direction and control of the Bureau. Any other persons shall be present only as observers or as required under paragraph (c) of this section.

(b) After the issuance of a certificate of approval, the Bureau may conduct such public demonstrations and tests of the approved respirator as it deems appropriate.

(c) When requested by the Bureau, the applicant shall provide assistance in assembling or disassembling the respirator and its components, subassemblies, or assemblies for testing, in preparing the respirator and its components, subassemblies, or assemblies for testing, and in operating the respirator during the tests.

(d) Applicants shall be responsible for their representatives present during tests and for observers admitted at their request and shall save the Government harmless in the event of damage to applicant's property or injury to applicant's representatives or to observers admitted at their request.

7. Paragraph (e) of § 14.10 is amended as follows:

§ 14.10 Approval labels or markings.

(e) Full-scale designs or reproductions of approval labels and markings, and a sketch or description of their position shall be submitted for approval before final adoption to the Bureau of Mines, Health and Safety Research and Testing Center, 4800 Forbes Avenue, Pittsburgh, Pa. 15213, Attention: Approval and Testing.

8. Paragraph (a) of § 14.11 is amended as follows:

§ 14.11 Material required for record.

(a) The Bureau reserves the right to retain as part of the permanent record

of the investigation, a complete respirator or any component thereof that has been tested and certified. Material not required for record will be returned to the applicant at his request and at his expense on written shipping instructions to the Bureau of Mines, Health and Safety Research and Testing Center, 4800 Forbes Avenue, Pittsburgh, Pa. 15213, Attention: Approval and Testing.

9. Paragraph (a) of § 14.23 and subparagraph (1) of paragraph (b) of § 14.23 are amended as follows:

§ 14.23 Facepiece.

(a) *General requirements.* Each facepiece shall be constructed so as to assure a quick, dispersoid-tight fit on persons of widely varying facial shapes and sizes. The overall efficiency of a full-facepiece respirator shall not be affected by the optional use of corrective spectacles. A mouthpiece-type respirator with provision for nasal seal may be used provided the respirator meets all other pertinent requirements of this part. Coverings of cloth or other material for the face-contacting portion of the facepiece approved as part of a respirator that is designed for respiratory protection against dusts, fumes, or mists, shall pass the complete facepiece tests for the particular type of respirator, except that no such covering of cloth or other material will be approved for use with a respirator for protection against radon daughters or radon daughters attached to dusts, fumes, and mists. The head harness shall be adjustable and replaceable.

(b) *Valves—(1) Respirators for dusts, fumes, and mists of materials having a TLV not less than 0.1 milligram per cubic meter or 2.4 million particles per cubic foot or for radon daughters and radon daughters attached to dusts, fumes, and mists.* Each respirator shall be provided with an exhalation valve(s). The use of an inhalation valve(s) is desirable but optional, except that for respirators equipped with a canister, cartridge(s), or filter(s) not attached directly to the facepiece an inhalation valve(s) shall be provided in the breathing system.

10. Paragraph (b) of § 14.30 is amended as follows:

§ 14.30 Facepiece tests.

(b) *Coal-dust tightness test (applicable to respirators designed for respiratory protection against dusts, and mists of materials having a TLV not less than 0.1 milligram per cubic meter or 2.4 million particles per cubic foot, or for radon daughters and radon daughters attached to dusts, fumes, and mists).* (1) Three persons shall each wear two different respirators (six tests and six different respirators) in a concentration of 75±25 milligrams per cubic meter of bituminous coal dust. The coal dust shall be 100 percent through a 200-mesh sieve. The geometric mean particle diameter, determined from Coulter counter measurements, or equivalent, shall be 1.2 microns, with a standard deviation not greater

than 2. Each person will perform not more than one test in a single day.

(2) Each respirator will be modified, in a manner which will least affect its performance, by connecting a lightweight tube through the facepiece to a 5-micron pore size membrane filter and holder assembly and a vacuum (sampling) pump operating at 2 liters per minute. Each wearer will perform the preliminary facepiece fit test recommended by the manufacturer. If he obtains a satisfactory fit, he will wear the respirator for 30 minutes while performing the following test in the coal dust chamber.

3 minutes—walking and turning and nodding head.
1½ minutes—smiling.
1½ minutes—frowning.
3 minutes—reciting alphabet.
3 minutes—talking.
3 minutes—shallow and deep breathing.
Repeat above schedule once.

(3) During the same 30-minute period, a second sampling pump, connected to a second membrane filter and holder assembly located in the wearer's breathing zone, will sample the test concentration in the ambient atmosphere.

(4) To meet the requirements of this test, the sample of coal dust, desiccated and weighed to the nearest 0.01 milligram, sampled from within the facepiece during the test, shall not exceed the following:

Respirator for—	Percent of ambient concentration
Dusts and mists of materials having a TLV not less than 0.1 milligram per cubic meter or 2.4 million particles per cubic foot.....	10
Fumes of metals having a TLV not less than 0.1 milligram per cubic meter.....	5
Radon daughters and radon daughters attached to dusts, fumes, and mists.....	5

11. The subject headings of paragraph (a), subparagraphs (1) and (2) of paragraph (a), and paragraph (c) of § 14.31 are amended, new paragraphs (f) and (i) are added to § 14.31, and the present paragraphs (f) and (g) are relettered (g) and (h), respectively, as follows:

§ 14.31 Mechanical filter tests.

(a) *Silica-dust tests of respirators designed for respiratory protection against dusts having a TLV not less than 2.4 million particles per cubic foot, dusts, fumes, and mists having a TLV less than 0.1 milligram per cubic meter, radionuclides, radon daughters and radon daughters attached to dusts, fumes, and mists.*—(1) *Single-use filters (applicable to all respirators described in this paragraph).* * * *

(2) *Reusable filters (applicable only to respirators designed for protection against dusts having a TLV not less than 2.4 million particles per cubic foot).* * * *

(c) *Lead fume tests for respirators designed for respiratory protection against fumes of various metals having a TLV not less than 0.1 milligram per cubic meter, or for radon daughters and radon daughters attached to dusts, fumes, and mists.* * * *

(f) *Lead-fume tests of air-purifying respirators (with attached blower in the contaminated atmosphere) designed for respiratory protection against radon daughters and radon daughters attached to dusts, fumes, and mists.* Three respirators will be tested at the effective airflow rate of the respirator as described in paragraph (c) of this section, except that the rate of continuous airflow through the respirator filter shall be not less than 4 cubic feet per minute for 4 hours to tight-fitting facepieces and not less than 6 cubic feet per minute for 4 hours to hoods and helmets. Tested under these conditions, the total amount of unretained test suspension, which is analyzed and calculated as lead (Pb), shall not exceed 4.8 milligrams for a test made at 4 cubic feet per minute or 6.2 milligrams for a test made at 6 cubic feet per minute.

(i) *Silica-dust tests of air-purifying respirators (with attached blower in the contaminated atmosphere) designed for respiratory protection against radon daughters and radon daughters attached to dusts, fumes, and mists.* Three respirators will be tested at the effective airflow rate of the respirator as described in subparagraph (1) of paragraph (a) of this section, except that the rate of continuous airflow through the respirator filter shall be not less than 4 cubic feet per minute for 4 hours to tight-fitting facepieces and not less than 6 cubic feet per minute for 4 hours to hoods and helmets. Tested under these conditions, the respirator resistance shall not exceed that specified in paragraph (a) of § 14.32 for respirators for protection against radon daughters and radon daughters attached to dusts, fumes, and mists.

12. Paragraph (a) of § 14.32 is amended as follows:

§ 14.32 Tests of complete respirator.

(a) *Resistance to airflow (applicable to all dust, fume, and mist respirators).*

(1) The resistance to airflow of a complete respirator on inhalation and on exhalation will be determined on a mechanical apparatus before and after the tests are conducted as described in § 14.31 and as described in subparagraph (4) of paragraph (b) of this section. The continuous rate of airflow will be 85 liters per minute.

(2) The resistance to inhalation of respirators approved for respiratory protection against dusts, fumes, and mists but not for protection against radon daughters and radon daughters attached to dusts, fumes, and mists shall not exceed 30 millimeters of water-column height before and 50 millimeters height immediately after each test, and the resistance to exhalation shall not exceed 20 millimeters of water-column height at any time.

(3) The resistance to inhalation of respirators approved for respiratory protection against radon daughters and radon daughters attached to dusts, fumes, and mists shall not exceed 18 millimeters of water-column height before or 25 millimeters of water-column height immediately after the silica dust tests described in paragraphs (a)(1) and (i) of § 14.31. The resistance to exhalation shall not exceed 15 millimeters of water-column height at any time.

[F.R. Doc. 69-7226; Filed, June 18, 1969; 8:45 a.m.]

Title 39—POSTAL SERVICE

Chapter I—Post Office Department

SUBCHAPTER C—INTERNATIONAL MAIL

APPENDIX—DIRECTORY OF INTERNATIONAL MAIL

In the appendix to Subchapter C the following changes are made:

1. In the country item *Australia* delete "Nauru Island" from the parenthetical listing in the heading.

2. At the end of the appendix under "Places Not Included In Alphabetical List of Countries" delete "Nauru Island (Australia)."

3. Insert in proper alphabetical order new country item *Nauru (Republic of)* with accompanying data as follows:

NAURU (REPUBLIC OF)

Postal Union Mail

Classifications, weight limits and dimensions. See Chart I in the front of the appendix and Part 222 of this chapter.

Surface rates. See Chart 1 and Chart 2 reference tables.

Air rates. Letters, 25 cents per half ounce. (See Chart 3, Table IV.)

Single post cards and aerogrammes, 13 cents each.

Printed matter, matter for the blind, samples of merchandise, and small packets, 60 cents first 2 ounces; 30 cents each additional 2 ounces or fraction. (See Chart 3, Table VII.)

Registration. Fee, 75 cents. Maximum indemnity, \$8.17. Return Receipt: 13 cents to return by surface, 26 cents to return by air. See Part 242 of this chapter.

Insurance. Not applicable to postal union mail.

Special handling. Available to U.S. dispatching exchange office for surface AO packages. See Chart 6 for fees.

Special delivery. Yes. See Chart 5 for fees and other conditions.

Money orders. Yes. See § 171.2 of this chapter.

Prohibitions. No list furnished, but the general prohibitions and restrictions shown under § 221.3 of this chapter apply.

Parcel Post

Weight limit. 22 pounds.

Dimensions. Length, 3½ feet; length and girth combined, 6 feet.

Sealing. Insured parcels must, and ordinary parcels may, be sealed.

Postal forms required. One Form 2922, one Form 2966.

Surface parcel rates. Two pounds or less, \$1.10; each additional pound or fraction, 35 cents. (See Chart 4, Table II.)

Air parcel rates. Four ounces or less, \$1.66; each additional 4 ounces or fraction, 76 cents.

Lbs. Oz.	Rate	Lbs. Oz.	Rate	Lbs. Oz.	Rate
0 4	\$1.66	3 12	\$12.30	7 4	\$22.94
0 8	2.42	4 0	13.06	7 8	23.70
0 12	3.18	4 4	13.82	7 12	24.46
1 0	3.94	4 8	14.58	8 0	25.22
1 4	4.70	4 12	15.34	8 4	25.98
1 8	5.46	5 0	16.10	8 8	26.74
1 12	6.22	5 4	16.86	8 12	27.50
2 0	6.98	5 8	17.62	9 0	28.26
2 4	7.74	5 12	18.38	9 4	29.02
2 8	8.50	6 0	19.14	9 8	29.78
2 12	9.26	6 4	19.90	9 12	30.54
3 0	10.02	6 8	20.66	10 0	31.30
3 4	10.78	6 12	21.42		
3 8	11.54	7 0	22.18		

For rates over 10 pounds, charge \$30.40 for each even 10 pounds plus the rate given above for the remaining pounds and/or ounces, if any. If there are none, charge from the table for the first 10 pounds.

Special handling. Available to port of dispatch only. See Chart 6 for fees.

Registration. No provision.

Insurance. The following insurance fees and limits of indemnity apply:

Limit of indemnity:	Fee
Not over \$15	\$0.35
\$15.01 to \$50	.45
\$50.01 to \$100	.55
\$100.01 to \$150	.65
\$150.01 to \$170	.75

Print on the wrapper, near the "Insured" endorsement and number, the amount for which the parcel is insured. This indication shall be shown in U.S. currency, in figures and in letters spelled out in full, in the following form:

INSURED VALUE

\$75.00

SEVENTY-FIVE DOLLARS

Banknotes, currency notes, or any kind of securities payable to bearer; platinum, gold, or silver (whether manufactured or unmanufactured); precious stones, jewelry, or other precious articles sent as parcel post must be insured.

For general information on insurance see Part 243 of this chapter.

Prohibitions. No list furnished, but the general prohibitions and restrictions shown under § 231.2 of this chapter apply.

JUNE 13, 1969.

DAVID A. NELSON,
General Counsel.

[F.R. Doc. 69-7227; Filed, June 18, 1969; 8:45 a.m.]

Proposed Rule Making

DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

[25 CFR Part 221]

SAN CARLOS INDIAN IRRIGATION PROJECT, ARIZ.

Operation and Maintenance Charges

Pursuant to section 4(a) of the Administrative Procedure Act of June 11, 1946 (80 Stat. 238) and by virtue of authority delegated by the Secretary of the Interior to the Commissioner of Indian Affairs in Secretary's Order 2508 (10 BIAM 2.1, section 15(a)), and by virtue of authority delegated by the Commissioner of Indian Affairs to Area Directors by 10 BIAM 3.1, notice is hereby given of the intention to modify paragraph (a) of § 221.63 *Assessments, joint works* of Title 25, Code of Federal Regulations, dealing with operation and maintenance assessments against the irrigable lands of the San Carlos Irrigation Project, Ariz., by increasing the annual basic assessment from \$210,000 to \$230,000 per annum and the rate of assessment from \$2.10 to \$2.30 per acre for each acre of land. The revised section will read as follows:

§ 221.63 Assessment, joint works.

(a) Pursuant to the Act of Congress approved June 7, 1924 (43 Stat. 476), and supplementary acts, the repayment contract of June 8, 1931, as amended, between the United States and the San Carlos Irrigation and Drainage District, and in accordance with applicable provision of the order of the Secretary of the Interior of June 15, 1938 (§§ 221.69a-221.69m), the cost of the operation and maintenance of the Joint Works of the San Carlos Indian Irrigation Project for the fiscal year 1971 is estimated to be \$230,000 and the rate of assessment for the said fiscal year and subsequent fiscal years until further order, is hereby fixed at \$2.30 for each acre of land.

The foregoing changes are to become effective for the fiscal year 1971 and continue thereafter until further notice; the assessment for that part payable by the San Carlos Irrigation and Drainage District being due in advance of such fiscal year on March 1; for that part payable for the 50,000 acres of Indian land will be provided in §§ 221.110 to 221.116 inclusive of 25 CFR.

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 amendment to W. Wade Head, Area Di-

rector, Phoenix Area Office, Post Office Box 7007, Phoenix, Ariz. 85011, within thirty (30) days from date of publication of this notice of intention in the daily issue of the FEDERAL REGISTER.

W. WADE HEAD,
Area Director.

[F.R. Doc. 69-7246; Filed, June 18, 1969; 8:46 a.m.]

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[7 CFR Part 1032]

MILK IN SOUTHERN ILLINOIS MARKETING AREA

Notice of Proposed Suspension of Certain Provision of Order

Notice is hereby given that, pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), the suspension of certain provision of the order regulating the handling of milk in the Southern Illinois marketing area is being considered for the month of July 1969.

The provision proposed to be suspended is in § 1032.14(b)(2) and reads as follows: "during the months of May and June and in any other month for not more than 8 days of production of producer milk by such producer", relating to diversion of producer milk to non-pool plants.

This suspension action was requested by Prairie Farms Dairy, Inc., and Mid-America Dairymen, Inc., to accommodate the handling of reserve milk for the market. The cooperative associations claim that it would be extremely difficult under the present diversion provision of the order to handle the expected volume of reserve milk without suspension for July 1969. They maintain the suspension would result in more efficient movement of producer milk that is surplus to the market.

All persons who desire to submit written data, views, or arguments in connection with the proposed suspension should file the same with the Hearing Clerk, Room 112-A, Administration Building, U.S. Department of Agriculture, Washington, D.C. 20250, not later than 7 days from the date of publication of this notice in the FEDERAL REGISTER. All documents filed should be in quadruplicate.

All written submissions made pursuant to this notice will be made available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

Signed at Washington, D.C., on June 13, 1969.

ROY W. LENNARTSON,
Administrator.

[F.R. Doc. 69-7241; Filed, June 18, 1969; 8:46 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 71]

[Airspace Docket No. 69-CE-35]

FEDERAL AIRWAYS

Proposed Designation and Modification

The Federal Aviation Administration is considering amendments to Part 71 of the Federal Aviation Regulations that would designate VOR Federal airway No. 239 from Forney, Mo., to Hallsville, Mo., and extend V-132 from Springfield, Mo., to the Lenox intersection.

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, Central Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, Federal Building, 601 East 12th Street, Kansas City, Mo. 64106. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendments. The proposals 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 Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20590. An informal docket also will be available for examination at the office of the Regional Air Traffic Division Chief.

Air traffic into and out of Forney Army Air Field has increased considerably within the past few years. To facilitate flight planning and the control of air traffic in the vicinity of Forney AAF, the FAA proposes the following airspace actions:

1. Designate V-239 from Forney, Mo., 1,200 feet AGL to Hallsville, Mo., via the Forney 358° T (352° M) and Hallsville 183° T (177° M) radials.

2. Extend V-132 from Springfield, Mo., 1,200 feet AGL to Lenox intersection via

the Springfield 058° T (051° M) and Forney 266° T (260° M) and 086° T (080° M) radials.

These amendments are proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348) and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., on June 10, 1969.

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

[F.R. Doc. 69-7237; Filed, June 18, 1969;
8:46 a.m.]

CIVIL AERONAUTICS BOARD

[14 CFR Part 218]

[Docket No. 21080; EDR-166]

LEASE BY FOREIGN AIR CARRIER OR OTHER FOREIGN PERSON OF AIRCRAFT WITH CREW

Notice of Proposed Rule Making

JUNE 13, 1969.

Notice is hereby given that the Civil Aeronautics Board has under consideration adoption of a new Part 218. The new part would apply to foreign air carriers and other persons not citizens of the United States who, as lessors, enter into so-called "wet leases" providing for the furnishing of aircraft and crew for the performance of foreign air transportation services of another foreign air carrier. The principal features of the proposed part are further described in the explanatory statement and the proposed part is set forth below. The part is proposed under authority of sections 204(a) and 402 of the Federal Aviation Act of 1958, as amended (72 Stat. 743, 757; 49 U.S.C. 1324, 1372).

Interested persons may participate in the proposed rule making through submission of twelve (12) copies of written data, views, or arguments pertaining thereto, addressed to the Docket Section, Civil Aeronautics Board, Washington, D.C. 20428. All relevant matter in communications received on or before July 21, 1969, will be considered by the Board before taking action on the proposed part. Copies of such communications will be available for examination by interested persons in the Docket Section of the Board, Room 712, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., upon receipt thereof.

By the Civil Aeronautics Board.

[SEAL] MABEL McCART,
Acting Secretary.

Explanatory statement. From time to time, proposals are submitted to the Board or its staff which contemplate the provision of air transportation services by a foreign air carrier through the utilization of a so-called "wet lease." Under these arrangements a foreign air carrier will lease an aircraft with crew for the

performance of air transportation services in the name of and on behalf of another foreign air carrier.

Where an aircraft is leased with crew, the operational control and ultimate safety responsibility for the flight will normally remain in the hands of the lessor, whose employee is in command of the aircraft, and whose operating specifications govern flight requirements. Accordingly, the Board has generally considered that a lease with crew is not a true lease, but rather a charter or series of charters of the aircraft, and that to the extent the "wet lease" provides for the performance of services in foreign air transportation, the lessor will be engaged in foreign air transportation. In such cases, the Board has required that a foreign air carrier (or any other foreign person) which furnishes an aircraft with crew for the performance of air transportation services on behalf of another foreign air carrier, pursuant to a so-called "wet lease", must obtain a foreign air carrier permit pursuant to section 402 of the Act, specifically authorizing the lessor to engage in such foreign air transportation.

There have been occasions, however, where despite the furnishing of aircraft with crew by the lessor, a claim has been made that under the terms of the agreement true operational control and safety responsibility have been fully transferred to the lessee; that accordingly the lessor will not be engaged in foreign air transportation pursuant to the agreement; and that the Board therefore lacks jurisdiction over the transaction. Moreover, it is apparent that leases can be drawn in a manner which gives the appearance of transfer of operational control and safety responsibility to the lessee, while in reality many aspects of such responsibility remain with the lessor. Nevertheless, although the question as to whether a particular arrangement constitutes a charter or a true lease turns upon the facts, the Board has recently had occasion to observe that:

"... the Board's experience justifies a strong presumption that the carrier furnishing both aircraft and crews will actually exercise dominion and control over the operation, even if the lessee can direct some aspects of the service. Carriers who contend that a wet lease is not a charter carry a heavy burden of showing that the owner of the aircraft will in fact surrender control to the lessee."

The Board has tentatively concluded that the public interest requires that, to

¹ See, ALM Dutch Antillean Airlines, Order 69-2-5, served Feb. 4, 1969; Lineas Aereas de Nicaragua, S.A. (LANICA), Order 69-2-7, served Feb. 4, 1969; Transportes Aereos Portugueses, Order E-23820, served June 15, 1966; Air Jamaica Ltd., Order E-23280, served Feb. 21, 1966. As used herein, the term foreign air transportation refers only to transportation to and from the United States. See section 101(21) of the Federal Aviation Act of 1958, as amended.

² ALM Dutch Antillean Airlines, Order 69-2-5, served Feb. 4, 1969 (mimeo pp. 4-5). See also, VIASA Enforcement Case, Order E-26974, 26975, June 25, 1968 (examiner's decision, pp. 27-30).

the extent there exists a question whether a particular lease with crew arrangement constitutes a charter under which the lessor will be engaged in foreign air transportation, the matter should be passed upon by the Board prior to commencement of operations. Accordingly, the proposed rule prohibits the furnishing of an aircraft with crew for the performance of air transportation operations of another foreign air carrier, unless the Board has issued the "lessor" a section 402 foreign air carrier permit authorizing such operation, or, upon application by the parties to the transaction, the Board has issued an order disclaiming jurisdiction. The implementation of the proposed rule will avoid confusion as to the necessity for additional section 402 permit authority by lessors under so-called "wet lease" transactions; will minimize the performance of unauthorized operations by "wet lease" lessors and thereby simplify the Board's enforcement responsibilities; and should, as a result, avoid intergovernmental friction and misunderstandings that might otherwise result from reliance upon the Board's enforcement procedures to ensure compliance with the requirements of the Federal Aviation Act.

The Board also proposes to include in the rule the presumption, which has been justified by experience, that a lease of aircraft with crew constitutes a charter rather than a true lease, and that the "lessor" will thereby be engaging in foreign air transportation. By specifically setting forth this presumption in the rule, lessors of aircraft with crews will be put on notice of the heavy burden that they must sustain in order to justify a finding that they will not be engaged in foreign air transportation under such an arrangement.

Proposed rule. It is proposed to issue a new Part 218 of the Board's economic regulations (14 CFR Part 218) as follows:

PART 218—LEASE BY FOREIGN AIR CARRIER OR OTHER FOREIGN PERSON OF AIRCRAFT WITH CREW

Sec.	
218.1	Definitions.
218.2	Applicability.
218.3	Prohibition.
218.4	Application for disclaimer of jurisdiction.
218.5	Issuance of order disclaiming jurisdiction.
218.6	Presumption.

§ 218.1 Definitions.

For the purposes of this part the term "lease" shall mean an agreement under which an aircraft is furnished by one party to the agreement to the other party, irrespective of whether the agreement constitutes a true lease, charter arrangement, or some other arrangement.

§ 218.2 Applicability.

This part applies to foreign air carriers and other persons not citizens of the

³ Other than a foreign freight forwarder or foreign tour operator.

United States which, as lessors, enter into agreements providing for the lease of aircraft with crew to a foreign air carrier for use in foreign air transportation. This part does not apply to charter operations for the transportation of company personnel or company property, or in cases of emergency, of commercial traffic, pursuant to the provisions of Part 212 or Part 214 of this chapter.

§ 218.3 Prohibition.

(a) No foreign air carrier, or other person not a citizen of the United States, shall lease an aircraft with crew to a foreign air carrier (other than a foreign freight forwarder or foreign tour operator) for use by the latter in performing foreign air transportation, unless:

(1) The Board has issued a foreign air carrier permit to the lessor pursuant to section 402 of the Act specifically authorizing the holder to engage in the foreign air transportation which will be conducted pursuant to the lease or other arrangement; or

(2) Upon application by both parties to the lease, the Board has issued an order in accordance with § 218.4 disclaiming jurisdiction over the matter.

(b) For purposes of this part, an aircraft is considered to be leased with crew, if the pilot in command of the aircraft:

- (1) Is to be furnished by the lessor;
- (2) Is employed by the lessor;
- (3) Continues in the employ of the lessor in the operation of services other than those provided for in the agreement between the parties; or
- (4) Has been employed by the lessor prior to the lease, and his employment by the lessee is coextensive with the period or periods for which the aircraft is available to the lessee under the lease agreement.

§ 218.4 Application for disclaimer of jurisdiction.

The parties to a lease with crew as described in § 218.3(b) may apply to the Board for an order disclaiming jurisdiction over the matter. The application shall be filed jointly by both parties to the lease, and shall generally conform to the procedural requirements of Part 302, Subpart A, of this chapter. It shall be served upon any air carrier providing services over all or any part of the route upon which air transportation services will be provided pursuant to the agreement. The application should set forth in detail all evidence and other factors relied upon to demonstrate that true operational control and safety responsibility for the air transportation services to be provided are in the hands of the lessee rather than the lessor. A copy of the agreement and all amendments thereof, as well as a summary interpretation of its pertinent provisions, shall be included with the applications. Until the Board has acted upon the application, no operations in foreign air transportation shall be performed pursuant to the agreement.

§ 218.5 Issuance of order disclaiming jurisdiction.

If the Board finds that true operational control and safety responsibility are fully vested in the lessee and not in the lessor (i.e., that the lease transaction is in substance a true lease of aircraft rather than a charter or series of charters), and that the performance of the operations provided for in such lease will not result in the lessor's being engaged in foreign air transportation, it will issue an order disclaiming jurisdiction over the matter. Otherwise the application for disclaimer of jurisdiction will be denied, and it will be necessary for the lessor to obtain a foreign air carrier permit pursuant to section 402 of the Act authorizing the lessor to perform the proposed air transportation services.

§ 218.6 Presumption.

Whether under a particular lease agreement the lessor of the aircraft is engaged in foreign air transportation is a question of fact to be determined in the light of all the facts and circumstances. However, in circumstances where the lessor furnishes both the aircraft and the crew, there shall be established a presumption that true operational control and safety responsibility are exercised by the lessor, and that the agreement constitutes a charter arrangement under which the lessor is engaged in foreign air transportation. The burden shall rest upon the applicants for disclaimer of jurisdiction in each instance to demonstrate by an appropriate factual showing that the operation contemplated will not constitute foreign air transportation by the lessor.

[F.R. Doc. 69-7252; Filed, June 18, 1969; 8:47 a.m.]

[14 CFR Part 241]

[Docket No. 21079; EDR-165]

UNIFORM SYSTEM OF ACCOUNTS AND REPORTS FOR CERTIFICATED AIR CARRIERS

Standard Passenger Weights Including All Baggage

JUNE 13, 1969.

Notice is hereby given that the Civil Aeronautics Board has under consideration a proposed amendment to Part 241 which would establish a standard passenger weight of 200 pounds, including all baggage, for all operations and services of route air carriers. The reasons for the proposal are explained in the explanatory statement below, and the proposed amendment is set out in the proposed rule. The amendment is proposed under authority of sections 204(a) and 407 of the Federal Aviation Act of 1958, as amended (72 Stat. 743, 766; 49 U.S.C. 1324, 1377).

Interested persons may participate in the proposed rule making through submission of twelve (12) copies of written data, views, or arguments pertaining thereto, addressed to the Docket Section, Civil Aeronautics Board, Washington, D.C. 20428. All relevant material re-

ceived on or before July 21, 1969, will be considered by the Board before taking action on the proposal. Copies of communications will be available for examination by interested persons in the Docket Section, Room 712, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C.

By the Civil Aeronautics Board.

[SEAL]

MABEL MCCART,
Acting Secretary.

Explanatory statement. A recent survey conducted by the Board and the Air Transport Association indicates that, because many carriers have adopted the "piece method" of free baggage allowance, the present standards prescribed for passenger weights in Part 241 are no longer valid. The present weights, including free baggage, are 190 pounds in domestic, 200 pounds in coach international/territorial, and 215 pounds in first-class international/territorial operations. The canvass of a representative number of route air carriers produced the following averages of passenger weights with accompanying baggage for domestic and international/territorial operations:

	Domestic	Int./Ter.
Average passenger weight (FAA).....	160	160
Average weight of checked bags.....	23.5	23.5
Average number of checked bags per passenger.....	1.3	1.5
Average weight of unchecked bags.....	12.3	12.3
Average number of unchecked bags per passenger.....	.4	.7

Based on the above averages, the standard weights for passengers and baggage (free and excess) would be as follows:

	Domestic	Int./Ter.
Passenger weight.....	160	160
Average weight of checked bags (free and excess).....	31	35.2
Average weight of carry-on bags.....	5	8.6
Total.....	196	203.8

It is obvious that the difference in the average passenger weights in actual operations is so insignificant that the overall average of 200 pounds (including all accompanying baggage) would be a reasonable standard. This figure is recommended by the Airline Finance and Accounting Conference and the Air Traffic Conference of the Air Transport Association. We agree that use of one passenger weight standard would simplify revenue-ton statistics, and we propose to adopt this standard.

The principal result of defining passenger weight to include all baggage is to eliminate excess baggage as a separate statistic in revenue ton-miles and include all baggage in passenger ton-miles. The definition of passenger weight conflicts with proposed definitions and traffic codes in the pending rule making proceeding, EDR-146, Docket 20290, which would adapt traffic statistics to ADP processing. The definition proposed

herein supersedes the provisions of EDR-146, and that rule will be conformed if and when it is finally adopted. It is proposed that the present proposal would be made effective January 1, 1970.

Proposed rule. It is proposed to amend Part 241 of the economic regulations (14 CFR Part 241) as follows:

1. Amend section 03 "Definitions" by revising the definitions of "Ton-mile, passenger" and "Weight, passenger" to read as follows:

Ton-mile, passenger—1 ton of passenger weight (including all baggage) transported 1 mile. (See also *Weight, passenger*.)

Weight, passenger—for the purposes of this manual, a standard weight of 200 pounds per passenger (including all baggage) is used for all operations and classes of service. Other weights may be prescribed in specific instances upon the initiative of the Board or upon factually supported request by an air carrier.

2. Amend the text for Schedules T-1 and T-2 in section 25 "Traffic and capacity elements," by revising paragraph (i) and deleting paragraph (j), as follows:

Schedule T-1—Monthly Statement of Summarized Traffic * * *

Schedule T-2—Monthly Statement of Scheduled Services Traffic * * *

(i) Item 217 "Passenger ton-miles" shall be computed at the standard passenger weight (including all baggage) set forth in section 03 in the definition of "weight, passenger." The prescribed passenger weight may be reviewed from time to time upon request of individual air carriers, or upon the Board's initiative, and other weights may be prescribed in specific instances.

(j) [Deleted]

3. Amend Schedules T-1, T-1(a), and T-2 of CAB Form 41, which are incorporated herein by reference, by deleting therefrom the item "Excess baggage" under the "Revenue ton-miles" classification.

[F.R. Doc. 69-7253; Filed, June 18, 1969; 8:47 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 73]

[Docket No. 18541; RM-1433]

FM BROADCAST STATIONS

Table of Assignments, Southampton, N.Y.; Order Extending Time for Filing Comments and Reply Comments

In the matter of amendment of § 73.202, *Table of Assignments*, FM Broadcast Stations. (Carthage, Miss., Mifflinburg, Pa., Forest City, Iowa, Hampton, S.C., Tylertown, Miss., French Lick, Ind., New Boston, Tex., Breckenridge, Minn., Minocqua, Wis., Charleston, Miss., and Southampton, N.Y.);

Docket No. 18541; RM-1396, RM-1398, RM-1401, RM-1410, RM-1411, RM-1412, RM-1415, RM-1419, RM-1421, RM-1430, RM-1433.

1. On May 5, 1969, the Commission released a notice of proposed rule making in this proceeding (FCC 69-475) inviting comments on a number of proposals to amend the FM Table of Assignments, including the assignment of Channel 237A to Southampton, N.Y. The time for filing comments and reply comments was designated as June 10 and June 20, 1969, respectively.

2. On June 9, 1969, Ira Littman, petitioner for above requested assignment, by his attorneys, filed a request for extension of 10 days in which to file comments. Mr. Littman's attorneys state they were retained by the petitioner to represent him in all steps necessary to obtain a first facility at Southampton, N.Y., and in particular to file comments in support of his petition to assign Channel 237 to that community. His attorneys further state the retainer came 1 day before the deadline for filing comments, thereby making it necessary to request the additional time so that they may prepare a showing of the need for a first local radio service at Southampton.

3. We are of the view that the requested additional time is warranted and would serve the public interest. Accordingly, it is ordered, That the time for filing comments is extended to and including June 20, 1969, and for the filing of reply comments to and including June 30, 1969.

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

Adopted: June 12, 1969.

Released: June 16, 1969.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] GEORGE S. SMITH,
Chief, Broadcast Bureau.

[F.R. Doc. 69-7258; Filed, June 18, 1969; 8:48 a.m.]

INTERSTATE COMMERCE COMMISSION

[49 CFR Part 1056]

[Ex Parte No. MC-19 (Sub-No. 8)]

PRACTICES OF MOTOR COMMON CARRIERS OF HOUSEHOLD GOODS

Notice of Proposed Rule Making

At a general session of the Interstate Commerce Commission, held at its office in Washington, D.C., on the 12th day of June 1969.

The regulations governing the practices of motor common carriers engaged in the transportation of household goods in interstate or foreign commerce were revised, and additional rules prescribed, in Practices of Motor Common Carriers of Household Goods, 95 M.C.C. 138 (1964), as further modified in 96 M.C.C.

196 (1964) findings affirmed 102 M.C.C. 267 (1966). These revised rules, which were expressly designed to afford greater protection to shippers of household goods, became effective with certain exceptions on January 1, 1967 (49 CFR Part 1056). Our experience since that time, and the complaints which we continue to receive concerning the activities of motor common carriers of household goods and their agents, indicate a clear and present need to reexamine these regulations with the view toward eliminating the continuing friction between the household goods movers and their customers. The revisions and additions proposed in this notice reflect our strong belief that mover-shipper relations can best be improved through better understanding between the parties before the household goods movement begins. Improved understanding through better communication is thus at the heart of the present proposals.

The proposed revisions in the existing regulations, and a short justification for each such modification, are set forth in Appendix A to this notice and order. Briefly stated, the proposed rule changes will, among other things, (1) eliminate or change carrier estimating of weights and probable charges, (2) require the shipping documents to specify the expected times of pickup and delivery, (3) define reasonable dispatch of shipments, (4) require more responsive notification to the shipper of actual charges as well as when there is a delay in either pickup or delivery, (5) require weight certification on the bill of lading, and (6) improve the format and content of the brochure of general information which the carrier is required to furnish the shipper prior to the time arrangements are made for the move. This summary and the proposed rule changes are merely representative of the matters and things here under investigation and are not intended to be all-inclusive; they should not be construed as limiting in any manner the scope of this proceeding which is designed to enable this Commission to take all action with respect to the practices of motor common carriers of household goods as the facts and circumstances developed on the record in this proceeding may justify or require.

Upon consideration of the above-described matters and good cause appearing therefor:

It is ordered, That a proceeding be, and it is hereby, instituted under the authority of part II of the Interstate Commerce Act (49 U.S.C. 301 et seq.), including more specifically sections 204(a)(1), 204(a)(6), 208(a), 212(a), 216, 217, 219, 220, 222, and 223, and pursuant to 5 U.S.C. 553 and 559 (the Administrative Procedure Act), to determine whether the facts and circumstances require or warrant the adoption of the revised regulations set forth in the appendix to this notice or other regulations or similar purport applicable to the practices of motor common carriers of household goods operating in interstate or foreign commerce subject to the Interstate Commerce Act, and for the purpose of taking such other and further

action as the facts and circumstances may justify or require.

It is further ordered. That all motor common carriers of household goods operating in interstate or foreign commerce within the United States and subject to the Interstate Commerce Act be, and they are hereby, made respondents in this proceeding.

It is further ordered. That the Bureau of Enforcement of this Commission be, and it is hereby, authorized and directed to participate in this proceeding.

It is further ordered. That no oral hearings be scheduled for the receiving of testimony in this proceeding unless a need therefor should later appear, but that respondents or any other interested persons may participate in this proceeding by submitting for consideration written statements of facts, views, and arguments on the subjects mentioned above, or any other subjects pertinent to this proceeding.

It is further ordered. That any person intending to participate in this proceeding by submitting initial statements or reply statements shall notify the Commission, by filing with the Secretary, Interstate Commerce Commission, Washington, D.C. 20423, on or before July 7, 1969, the original and one copy of a statement of his intention to participate; that the Commission shall then prepare and make available to all such persons a list containing the names and addresses of all parties to this proceeding, upon whom copies of all statements must be filed; and that at the time of the service of the service list the Commission will fix the time within which initial statements and reply statements must be filed.

And it is further ordered. That a copy of this order be mailed to the Governor of every State and to the Public Utilities Commissions or Boards of each State having jurisdiction over motor transportation; that a copy be posted in the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., for public inspection, and that a copy be delivered to the Director, Office of the Federal Register, for publication in the FEDERAL REGISTER as notice to all interested persons.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

APPENDIX A—PROPOSED CHANGES AND ADDITIONS TO THE REGULATIONS GOVERNING THE PRACTICES OF INTERSTATE MOTOR COMMON CARRIERS OF HOUSEHOLD GOODS

New rule. Insert new § 1056.1(c) in lieu of paragraph "c"; "c" will be redesignated "d".

(c) *Reasonable dispatch.* The term reasonable dispatch means the performance of transportation on the dates or during the period of time agreed upon by the carrier and shown on the carrier's order for service and recorded on the bill of lading.

Justification. At present motor common carriers by terms of their bill of lading are only required to transport shipments with reasonable dispatch. During the summer

months household goods carriers have been prone to overbook. This has resulted in numerous complaints revealing that the carriers are failing to meet pickup and delivery dates for periods of time which have become unreasonable.

By defining the term reasonable dispatch as shown above, the carrier will be placed in a position where it will not be inclined to promise a shipper early pickup and delivery when it is presently overbooked.

Proposed change. Insert in § 1056.3 in lieu of present paragraph (a)(1) the following:

§ 1056.3 Determination of weights.

(a) *Loaded weight, tare weight, and net weight.* (1) Each common carrier by motor vehicle shall determine the tare weight of each vehicle used in the transportation of household goods by having it weighed prior to the transportation of each shipment, without the crew thereon, by a certified weighmaster or on a certified scale, and when so weighed the fuel tanks on such vehicle shall be full and the vehicle shall contain all pads, chains, dollies, hand trucks, and other equipment needed in the transportation of such shipment. After the vehicle has been loaded, it shall be weighed, without the crew thereon, at point of origin of the shipment, and the net weight of the shipment shall be obtained by deducting the tare weight from the loaded weight. Where no adequate scale is available at point of origin, the loaded weight shall be obtained at the nearest certified scale either in the direction of the movement of the shipment, or in the direction of the next pickup or delivery in the case of part loads. In the transportation of part loads, this subsection shall apply in all respects, except that the gross weight of a vehicle containing one or more part loads may be used as the tare weight of such vehicle as to part loads subsequently loaded thereon. Also, the person paying the freight charges, or his representative, upon request of either, shall be permitted without charge to accompany, in his own conveyance, the carrier to the weighing station and to observe the weighing of his shipment after loading.

Justification. This change will permit a shipper, if he wishes, to observe the weighing of his shipment promptly after loading. Also, the words "gasoline tank" would be changed to "fuel tanks" to reflect the fact that many household goods carriers are using diesel power units. The first sentence of present § 1056.3(b) would be incorporated in this subsection in the interest of clarity.

Proposed change. Section 1056.3(a)(2) is to be eliminated.

Justification. Elimination of this subsection will require all shipments to be weighed by the carrier and thereby reduce the possibility of a carrier charging a shipper for more weight than is actually transported. It will also eliminate the use of constructive weight as a possible defense for the failure to obtain a scale weight.

Proposed change. Section 1056.3(b) is to be revised.

(b) *Obtaining weight tickets.* The carrier shall obtain a weight ticket signed by the weighmaster for each weighing required under this section,

with tare and gross weights evidenced by separate tickets, and no addition or alteration shall be made on any ticket so obtained. True copies of these weight tickets shall be attached to the receipt or bill of lading accompanying the shipment, as soon as such weight tickets are obtained, and retained in the carrier's file as well as given to the shipper at the weighing station or upon delivery if shipper is not present at the weighing. A part load for any one shipper not exceeding 1,000 pounds may be weighed on a certified scale prior to being loaded on the vehicle. Additionally, an automobile or other item weighing in excess of 500 pounds which is mounted on wheels may be weighed separately by obtaining the weight of such item on a certified scale prior to loading onto the vehicle to be used for its transportation.

Justification. This change, requiring the carrier to obtain a weight ticket for both the tare and gross weights on each shipment loaded on the vehicle, will assist in assuring proper net weights. It will also require the carrier to retain true copies of the weight tickets.

Proposed change. Section 1056.3(c) *Driver's weight certificate* is to be eliminated.

Justification. In lieu of a weight certificate, the loaded, tare, and net weights will be shown on the weight tickets attached to and on the receipt or bill of lading and certified thereto by the driver. In addition, the shipper will receive a copy showing the applicable weights. The present rule only requires that the weight certificate be displayed upon request of the party paying the carrier's charges.

New rule. Insert in lieu of present § 1056.8; § 1056.8 will be redesignated § 1056.9 and all succeeding sections will be appropriately renumbered.

§ 1056.8 Order for service.

(a) Every common carrier shall prior to receipt of a shipment prepare an order for service which contains the following minimum information:

- (1) Shipper's name and address.
- (2) Consignee's name and address.
- (3) Name and address of the carrier's destination agent, if one is located in destination city.
- (4) Expected pickup date and expected delivery date or in lieu of specific dates the period of time within which the move will be accomplished.
- (5) Consignor's destination contact.
- (6) Special services ordered.
- (7) Any identification or registration number assigned the shipment by the carrier.

(b) The order for service shall be signed by the shipper or its agent who is ordering the service and by the carrier or its agent. A copy of the order of service shall be furnished the shipper or its representative. This section shall not apply where there is an agreement for the extension of credit by the carrier.

Justification. These proposals require the carrier to prepare documents on which it can record the expected pickup and delivery dates. Since the carriers are prohibited from issuing a receipt or bill of lading prior to receipt of the goods, it would not otherwise be possible for the shipper to be assured of

a prospective pickup date. Many household goods carriers are presently using orders for service which contain essentially the same information. No additional burden would be placed upon the carrier by this rule which would provide a method of fixing the pickup date prior to issuance of a receipt or bill of lading.

Proposed change. Insert § 1056.9(b) in lieu of present § 1056.8(b).

§ 1056.9 Receipt or bill of lading; information thereon.

(b) *Information required on receipt or bill of lading.* Whenever a receipt or bill of lading is issued in compliance with paragraph (a) of this section, the carrier shall cause to be included therein the following information:

(1) The name of the motor carrier (not the agent's name) which will transport the shipment; if the shipment is to be interlined, the names of the connecting carriers provided they are known when the shipment is received.

(2) The name, address, and telephone number of the office of the carrier that should be contacted in relation to the shipment, should there be a need for such contact.

(3) The name, address, and telephone number of a person to whom notification provided for in paragraph (d) of this section shall be given, except when this cannot be obtained from the shipper.

(4) The actual pickup date and the expected delivery date or the period of time within which delivery of the shipment may be expected to be made at destination. The expected delivery date or period of time in which delivery is expected to be made shall be in conformity with the order of service where one is required or otherwise agreed to in writing by the shipper and carrier before loading is accomplished.

(5) The loaded, tare, and net weights as required by § 1056.3(a). True copies of the weight tickets required by § 1056.3(b) shall be attached to the receipt or bill of lading as soon as such weight tickets are obtained.

Across the bottom of the receipt or bill of lading, and copies thereof, there shall be printed in red letters not less than one-eighth inch high the words "Any motor carrier, or other person, or any officer, agent, employee, or representative thereof, who shall knowingly and willfully neglect or fail to make full, true, and correct entries or who shall knowingly and willfully falsify, destroy, mutilate, or alter this receipt or bill of lading, shall be subject to a penalty of \$5,000 for each such offense."

(Sec. 222; 49 U.S.C. 322)

Justification. By this revision, the receipt or bill of lading will be required to show the actual date of pickup in addition to the date or period of time within which delivery is expected to be made. This requirement is proposed for the purpose of discouraging the overbooking of shipments and will place the carrier in a position where it will not be inclined to make promises to shippers that it cannot keep. By placing the dates or time period on the receipt or bill of lading, they become a part of the contract of carriage.

Subparagraph (5) is necessary to show the weights, as the requirement for a Driver's Weight Certificate is to be eliminated.

The proposed penalty statement on the receipt or bill of lading is intended primarily to reduce false weight entries.

New rule. Insert in lieu of present § 1056.8(c), which will be redesignated § 1056.9(d).

(c) *Notification of delay in pickup.* Whenever a carrier is unable to make pickup of a shipment of household goods on the date or during the period specified in the order for service, the carrier shall notify the shipper, by telephone or telegraph, at the carrier's expense, of the reason for such delay and the date on which pickup of the shipment will be made, and shall repeat such notification if any subsequent date so assigned is not met; such notification to be given as soon as the circumstances causing the delay occur. However, it is to be recognized that postponement may well mean that the service is not in conformity with the definition of "reasonable dispatch" set forth in § 1056.1(c).

Justification. This section requiring notice for failure to pickup, while not eliminating poor service, will provide the shipper with notification that his goods are not going to be picked up on the promised date, the reason for the delay, and advise him of the new date. If the new date is not satisfactory, the shipper may make other arrangements if he so desires.

Proposed change. Revise § 1056.9(d) which was redesignated from § 1056.8(c).

(d) *Notification of delay in delivery.* Whenever a carrier is unable to make delivery of a shipment of household goods on the date or during the period specified in the receipt or bill of lading the carrier shall notify the shipper, by telephone or telegraph, at the carrier's expense, of the reason for such delay and the date on which delivery of the shipment will be made, and shall repeat such notification if any subsequent date so assigned is not met; such notification to be given as soon as the circumstances causing the delay occur: *Provided,* That the requirement of this paragraph shall not apply where the carrier is unable to obtain from the shipper an address or telephone number for such notification. However, it is to be recognized that postponement may well mean that the service is not in conformity with the definition of "reasonable dispatch" set forth in § 1056.1(c).

Justification. This change requiring the carrier to give prompt notification when the delay occurs will eliminate complaints where the carriers have delays and fail promptly to notify the shipper. This will permit the shipper to have more responsive and current information so that he can better plan his personal arrangements.

New rule. Revise § 1056.9(e).

(e) *False or misleading information prohibited.* No carrier shall give false or misleading information as to the reasons for delay in picking up or delivering shipments.

Justification. This paragraph specifically prohibiting the carrier from giving false or misleading information is intended to afford

the shipper greater protection from unscrupulous operators.

New rule. Revise § 1056.9(f).

(f) *Record of notification.* When notification required by paragraph (c) or (d) of this section is given, a record shall be prepared setting forth the time and date, the name of the person notified, and the reason for delay, which record the carrier shall preserve as a part of its record of the shipment.

Justification. The preservation of these records is required to permit proper surveillance of the carrier's compliance with the notification requirements.

Proposed change. Insert § 1056.11(a) in lieu of present § 1056.10(a).

(a) *Carrier estimates prohibited.* No common carrier by motor vehicle shall render to any shipper or prospective shipper of household goods any type of an estimate of cost for services in connection with the movement of a shipment.

Justification. Carrier estimates and underestimates have been a constant source of misunderstanding, agitation, and extreme inconvenience for C.O.D. shippers. In many instances, carrier-oriented estimators appear to have a tendency, deliberate or otherwise, to underestimate the weight of a shipment in order to obtain the householder's business. In lieu of carrier estimates, "do-it-yourself" estimating through the use by the shipper of appropriate estimate forms and information is to be encouraged. Additionally, it should be noted that the proposed rule does not preclude the creation of independent weight estimating services sponsored by groups of carriers. In addition to directing their attention and representations to this proposal, the parties should also address themselves to the retention of the present rules with a revised form as set forth in Appendix B to this notice.¹

Proposed change. Insert § 1056.11(b) in lieu of present § 1056.10(b).

(b) *Estimate form for shipper's use.* Upon request carriers shall furnish to shippers or prospective shippers an estimate form which contains statements of the weights of average pieces of furniture and other household articles, rates, and charges for use by the shipper in making his own estimate of the total weight of his goods and the probable cost of their movement. Any instructions necessary to enable the shipper to use the estimate form shall be printed in the form. If cubic-foot measurements are used in arriving at the weight, the form shall state that a weight factor of 7 pounds per cubic foot shall be used. Across the top of each form there shall be printed in red letters not less than one-quarter inch high the words "This form is provided for your use in estimating the probable cost of services. You will be notified of the actual cost prior to delivery, if credit is not extended."

Justification. The addition of the printed statement is intended to emphasize that the form is used only to determine an estimate of probable charges.

Proposed change. Insert § 1056.11(c) in lieu of present § 1056.10(c).

¹ Appendix B filed as part of the original document.

(c) *Notification to shippers of charges.* The carrier shall notify the shipper of the weight of the shipment and the total accrued charges, by telephone or telegraph, at the carrier's expense, as soon as they are determined, and in no event later than 24 hours prior to the time the shipment is offered for delivery except where the shipment is in transit less than 24 hours. If such notification is not given, free waiting time of 6 hours shall be allowed. Waiting time shall not be computed prior to 8 a.m. and subsequent to 5 p.m., Mondays through Saturdays, inclusive: *Provided*, That this paragraph shall not apply (1) where credit is to be extended by the carrier, and (2) where the shipper has not supplied, upon request by the carrier, an address or telephone number at which the communication would be received.

Justification. At present the carrier must give advance notification of charges at his expense only when they exceed the carrier's estimate by 10 percent or more. Under the proposed changes he will be required to give advance notice at his expense. Credit shipments are excluded. It seems likely that nearly every C.O.D. shipper would like to receive advance notice of actual charges. This 6 hours waiting time requirement when notification is not given would put an end to the age-old complaint of spur-of-the-moment demands for charges in excess of the shipper's expectations. If notification is not given, the shipper will then have time to raise the extra money.

Proposed change. Section 1056.10(d) *Notification to shipper where charges exceed estimate* is to be eliminated in the event carrier estimates are prohibited under the adopted rules.

Proposed change. Section 1056.10(e) *Report of underestimates* is to be eliminated in the event carrier estimates are prohibited under the adopted rules.

Proposed change. Insert § 1056.11(d) in lieu of present § 1056.10(f).

(d) *Reweighting of shipment.* The carrier, upon request of shipper, owner, or consignee made prior to delivery of a shipment, will reweigh the shipment. The lower of the two net scale weights shall be used for determining the applicable charges. If the reweigh develops a net scale weight in excess of the initial net scale weight or if the difference between the initial net scale weight and the reweigh net scale weight is less than 100 pounds on a shipment weighing 5,000 pounds or less or 2 percent or less of the lower net scale weight on shipments in excess of 5,000 pounds, a reasonable reweigh charge may be established. The person paying the freight charges, or his representative, shall be permitted to observe the gross and tare reweighing.

Justification. The change makes it clear that the person paying the freight charges is to be permitted to observe the gross and tare reweigh. This should reduce complaints received where drivers have failed to tell the shippers they could observe the reweighings.

Proposed change. Section 1056.12(a) is to be designated § 1056.13.

§ 1056.13 *Information for shippers.*

During the course of the first interview with every prospective shipper, each

carrier of household goods shall cause to be given to the prospective shipper the summary of information set forth below in Form BOP(). If no personal interview is had with a prospective shipper, the carrier shall cause Form BOP() to be mailed to the shipper on or prior to the day on which the order for service is placed. The carrier shall obtain the shipper's signature on the receipt portion of Form BOP() prior to acceptance of the shipment; the receipt shall be detached by the carrier and preserved as part of the record of the shipment.

Form BOP() must be presented to the shipper separate and apart from other material such as advertising material, brochures, etc.

SUMMARY OF INFORMATION FOR SHIPPERS OF HOUSEHOLD GOODS FORM BOP() (SEE ATTACHMENT)²

Justification. The change proposed in this section is for the purpose of combining the Important Notice to Shippers of Household Goods as provided in present § 1056.12(a) and the General Information For Shippers of Household Goods as provided in present § 1056.12(b). It is intended that the summary be published in a brochure written in layman's language.

Proposed change. Section 1056.12(b) *Statement of general information* is to be eliminated.

Justification. This justification is the same as indicated for § 1056.13.

New rule.

§ 1056.16 *Reasonable dispatch of shipment.*

Each common carrier by motor vehicle will cause to be transported with reasonable dispatch each shipment accepted by it for transportation.

Justification. This section is designed to take care of complaints received where carriers have failed to make pickup and deliveries on time. These complaints generally result when carriers overbook shipments. Requiring the carrier to transport as promised will eliminate the carriers from making promises that will not be kept.

New rule.

§ 1056.17 *Signed receipt for shipment—release prohibited.*

No delivery acknowledgment on any shipping document to be signed by the consignee at time of delivery shall contain any language which purports to release or discharge the carrier or its agents from liability, other than a statement that the property has been received in apparent good condition except as noted on the shipping documents.

Justification. The persons receiving the household goods are presently required to sign a receipt for the goods. This section will prohibit carriers from obtaining a release of liability by merely obtaining the shipper's signature on the receipt.

New rule.

§ 1056.18 *Tendering for delivery.*

Except upon the request or concurrence of the shipper or consignee, a ship-

² Attachment filed as part of the original document.

ment shall not be tendered for delivery prior to the expected date of delivery specified on the bill of lading.

Justification. This will eliminate the practice of carriers arriving with the shipment prior to the promised delivery date. Carriers attempting to make early delivery in many instances will subject the shipper to additional storage and delivery charges resulting in numerous complaints.

[F.R. Doc. 69-7247; Filed, June 18, 1969; 8:47 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Parts 121, 141c, 146c, 146d, 146e]

USE OF ANTIBIOTICS IN ANIMALS

Extension of Time for Filing Comments

The notice published in the FEDERAL REGISTER of April 9, 1969 (34 F.R. 6284), proposing amendments to food additive and antibiotic drug regulations to provide for safe use of certain antibiotics in food-producing animals, provided for the filing of comments thereon within 60 days following its publication.

The Commissioner of Food and Drugs has received a request for an extension of such time, and good reason therefor appearing, the time for filing comments on said proposal is hereby extended to August 7, 1969.

This action is taken pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 409(d), 507, 59 Stat. 463, as amended, 72 Stat. 1787; 21 U.S.C. 348(d), 357) and under authority delegated to the Commissioner (21 CFR 2.120).

Dated: June 10, 1969.

J. K. KIRK,
Associate Commissioner
for Compliance.

[F.R. Doc. 69-7225; Filed, June 18, 1969; 8:45 a.m.]

FEDERAL MARITIME COMMISSION

[46 CFR Part 504]

[Docket No. 69-6]

COLLECTION, COMPROMISE, AND TERMINATION OF ENFORCEMENT CLAIMS

Enlargement of Time for Filing Answers

Upon request, and good cause appearing, time within which answers to Hearing Counsel's reply may be filed is enlarged to and including June 30, 1969.

By the Commission.

[SEAL] FRANCIS C. HURNEY,
Assistant Secretary.

[F.R. Doc. 69-7250; Filed, June 18, 1969; 8:47 a.m.]

Notices

DEPARTMENT OF COMMERCE

Business and Defense Services
Administration

WYLER CHILDREN'S HOSPITAL

Notice of Decision on Application for Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651, 80 Stat. 897) and the regulations issued thereunder (32 F.R. 2433 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Scientific Instrument Evaluation Division, Department of Commerce, Washington, D.C.

Docket No. 69-00402-33-46040. Applicant: Wyler Children's Hospital, University of Chicago, 950 East 59th Street, Chicago, Ill. 60637. Article: Electron microscope, Model Elmiskop 101. Manufacturer: Siemens, West Germany. Intended use of article: The article will be used for the examination of cells from human patients having a variety of connective tissue diseases in an attempt to detail the specific cellular manifestations of these genetic disorders in one particular cell population. In addition, it will be used to examine the morphology of negatively stained particulate enzyme preparations, biochemically complete assemblies capable of synthesizing normal polysaccharide in a cell-free system. Comments: No comments have been received with respect to this application. Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, is being manufactured in the United States. Reasons: The foreign article provides a guaranteed resolving capability of 3.5 angstroms. The most closely comparable domestic instrument is the Model EMU-4B, manufactured by the Radio Corp. of America (RCA), which has a guaranteed resolution of 5 angstroms. (The lower the numerical rating in terms of angstrom units, the better the resolving capabilities). We are advised by the Department of Health, Education, and Welfare (HEW) (memorandum dated June 2, 1969) that the difference in the guaranteed resolving capabilities is pertinent to the purposes for which the foreign article is intended to be used, because there is a much

greater likelihood of accomplishing the intended purposes with the better resolving capabilities of the foreign article than with those of the RCA Model EMU-4B. For this reason, we find that the RCA Model EMU-4B is not of equivalent scientific value to the foreign article for such purposes as this article is intended to be used.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article for such purposes as this article is intended to be used, which was being manufactured in the United States and was available to the applicant within a reasonable time at the time the applicant placed the order for the foreign article.

CHARLEY M. DENTON,
Assistant Administrator for In-
dustry Operation, Business
and Defense Services Admin-
istration.

[F.R. Doc. 69-7221; Filed, June 18, 1969;
8:45 a.m.]

Maritime Administration

CHASE MANHATTAN BANK (NATIONAL ASSOCIATION) AND WELLS FARGO BANK, NATIONAL ASSOCIATION

Notice of Approval of Applicants as Trustees

In F.R. Docs. 66-4150 (31 F.R. 5849, Apr. 15, 1966) and 68-11474 (33 F.R. 14242, Sept. 20, 1968) notices were given that The Chase Manhattan Bank (National Association) and Wells Fargo Bank, National Association, respectively, were approved as trustees pursuant to Public Law 89-346 and 46 CFR 221.20-221.30.

Mergers of the above-mentioned banks were effected on February 28, and June 4, 1969, respectively, whereby among other things, each survivor bank assumed the name of the merging bank.

Notice is hereby given that the survivor banks; namely, The Chase Manhattan Bank (National Association) and Wells Fargo Bank, National Association, have been approved as trustees pursuant to Public Law 89-346 and 46 CFR 221.21-221.30.

Dated: June 16, 1969.

M. I. GOODMAN,
Chief, Office of Ship Operations.

[F.R. Doc. 69-7261; Filed, June 18, 1969;
8:48 a.m.]

DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGFR 69-58]

EQUIPMENT, CONSTRUCTION, AND MATERIALS

Approval Notice

1. Certain laws and regulations (46 CFR Ch. I) require that various items of lifesaving, firefighting and miscellaneous equipment, construction, and materials used on board vessels subject to Coast Guard inspection, on certain motorboats and other recreational vessels, and on the artificial islands and fixed structures on the outer Continental Shelf be of types approved by the Commandant, U.S. Coast Guard. The purpose of this document is to notify all interested persons that certain approvals have been granted as herein described during the period from April 16, 1969, to May 9, 1969 (List Nos. 12-69 and 13-69). These actions were taken in accordance with the procedures set forth in 46 CFR 2.75-1 to 2.75-50.

2. The statutory authority for equipment, construction, and material approvals is generally set forth in sections 367, 375, 390b, 416, 481, 489, 526p, and 1333 of title 46, United States Code, section 1333 of title 43, United States Code, and section 198 of title 50, United States Code. The Secretary of Transportation has delegated authority to the Commandant, U.S. Coast Guard with respect to these approvals (49 CFR 1.4 (a) (2) and (g)). The specifications prescribed by the Commandant, U.S. Coast Guard for certain types of equipment, construction, and materials are set forth in 46 CFR Parts 160 to 164.

3. The approvals listed in this document shall be in effect for a period of 5 years from the date of issuance, unless sooner canceled or suspended by proper authority.

LIFE PRESERVERS, KAPOK, ADULT AND CHILD (JACKET TYPE), MODELS 3 AND 5

Note: Approved for use on all vessels and motorboats.

Approval No. 160.002/120/0, Model 3, adult kapok life preserver, U.S.C.G. Specification Subpart 160.002, manufactured by Buddy Schoellkopf Products, Inc., Post Office Box AB, Mineola, Tex. 75773, for Red Head Brand Corp., Post Office Box 10956, 1348 Manufacturing Street, Dallas, Tex. 75207, effective May 8, 1969.

Approval No. 160.002/121/0, Model 5, child kapok life preserver, U.S.C.G. Specification Subpart 160.002, manufactured

by Buddy Schoellkopf Products, Inc., Post Office Box AB, Mineola, Tex. 75773, for Red Head Brand Corp., Post Office Box 10956, 1348 Manufacturing Street, Dallas, Tex. 75207, effective May 8, 1969.

LIFEBOATS FOR MERCHANT VESSELS

Approval No. 160.035/396/3, 24.0' x 8.0' x 3.5' fibrous glass reinforced plastic (FRP) hand-propelled lifeboat, 40-person capacity, identified by construction and arrangement drawing No. P-24-1C Rev. K, dated April 23, 1969, manufactured by Marine Safety Equipment Corp., Foot of Wycoff Road, Farmingdale, N.J. 07727, effective April 24, 1969. (It supersedes Approval No. 160.035/396/2, dated Dec. 21, 1966, to show change in construction and address of manufacturer.)

Approval No. 160.035/397/6, 24.0' x 8.0' x 3.5' fibrous glass reinforced plastic (FRP), motor-propelled lifeboat, without radio cabin or searchlight (Class 1), 37-person capacity, identified by general arrangement dwg. No. P-24-ID Rev. N, dated April 10, 1969, manufactured by Marine Safety Equipment Corp., Foot of Wycoff Road, Farmingdale, N.J. 07727, effective April 17, 1969. (It supersedes Approval No. 160.035/397/5, dated Aug. 9, 1967, to show change in construction and change of address of manufacturer.)

Approval No. 160.035/439/2, 12.0' x 4.42' x 1.75' oar-propelled F.R.P. lifeboat, 4-person capacity, identified by construction and arrangement drawing 12-5, Rev. F, dated March 13, 1969, approved for use on vessels in bays, sounds, and lakes; and river service, if mechanical disengaging apparatus is fitted, it shall be of an approved type and installed in accordance with drawings approved by the Commandant, approved for 6-person capacity as replacement lifeboat, manufactured by Marine Safety Equipment Corp., Foot of Wycoff Road, Farmingdale, N.J. 07727, effective April 22, 1969. (It supersedes Approval No. 160.035/439/1, dated June 7, 1967, to show change in construction and address of manufacturer.)

HYDRAULIC AND MANUAL RELEASES FOR LIFESAVING EQUIPMENT

Approval No. 160.062/1/0, Raftgo Model C hydraulic and manual release for lifesaving equipment; for buoyant loads of 200 pounds to 3,750 pounds; identified by assembly drawing CJH/HR/001, alteration 1, dated October 22, 1968, and drawing list dated April 17, 1969, to be used in accordance with installation and pretensioning details shown on gripe design drawing CJH/HR/005, alteration 1, dated January 17, 1969, manufactured by C. J. Hendry Co., 139 Townsend Street, San Francisco, Calif. 94107, effective April 22, 1969.

LIGHTS (WATER): ELECTRIC, FLOATING, AUTOMATIC (WITH BRACKET FOR MOUNTING) FOR MERCHANT VESSELS

Approval No. 161.001/2/0, Light (water): electric, floating automatic (with bracket for mounting), dwg. No. E-851, alteration 2 (sheets 1 and 2), dated June 1, 1949, manufactured by Galbraith-Pilot Marine Corp., 600 Fourth Avenue, Brooklyn, N.Y. 11215, effective May 9, 1969. (It is an extension of Ap-

proval No. 161.001/2/0, dated July 27, 1964.) Specification 161.001 will be canceled on December 31, 1970.

SAFETY VALVES (POWER BOILERS)

Approval No. 162.001/9/2, Style HN-MS-26, carbon steel body pop safety valve, exposed spring, maximum pressure 600 p.s.i., maximum temperature 750° F., dwg. No. HV-8-MS, revised January 28, 1954, approved for sizes 1½", 2", 2½", 3", and 4", manufactured by Crosby Valve & Gage Co., Wrentham, Mass. 02093, effective April 16, 1969. (It is an extension of Approval No. 162.001/9/2, dated Apr. 16, 1964.)

Approval No. 162.001/10/2, Style HNA-MS-27, alloy steel body pop safety valve, exposed spring, maximum pressure 600 p.s.i., maximum temperature 900° F., dwg. No. HV-10-MS, revised January 29, 1954, approved for sizes 1½", 2", 2½", 3", and 4", manufactured by Crosby Valve & Gage Co., Wrentham, Mass. 02093, effective April 16, 1969. (It is an extension of Approval No. 162.001/10/2, dated Apr. 16, 1964.)

Approval No. 162.001/11/2, Style HNA-MS-37, alloy steel body pop safety valve, exposed spring, maximum pressure 900 p.s.i., maximum temperature 900° F., dwg. No. HV-11-MS, revised February 1, 1954, approved for sizes 1½", 2", 2½", 3", and 4", manufactured by Crosby Valve & Gage Co., Wrentham, Mass. 02093, effective April 16, 1969. (It is an extension of Approval No. 162.001/11/2, dated Apr. 16, 1964.)

Approval No. 162.001/12/2, Style HNA-MS-28, alloy steel body pop safety valve, exposed spring, maximum pressure 600 p.s.i., maximum temperature 1,000° F., dwg. No. HV-10-MS, revised January 29, 1954, approved for sizes 1½", 2", 2½", 3", and 4", manufactured by Crosby Valve & Gage Co., Wrentham, Mass. 02093, effective April 16, 1969. (It is an extension of Approval No. 162.001/12/2, dated Apr. 16, 1964.)

Approval No. 162.001/13/2, Style HNA-MS-38, alloy steel body pop safety valve, exposed spring, maximum pressure 900 p.s.i., maximum temperature 1,000° F., dwg. No. HV-11-MS, revised February 1, 1954, approved for sizes 1½", 2", 2½", 3", and 4", manufactured by Crosby Valve & Gage Co., Wrentham, Mass. 02093, effective April 16, 1969. (It is an extension of Approval No. 162.001/13/2, dated Apr. 16, 1964.)

Approval No. 162.001/17/2, Style HN-MS-36, carbon steel body pop safety valve, exposed spring, maximum pressure 900 p.s.i., maximum temperature 750° F., dwg. No. HV-9-MS, revised February 1, 1954, manufactured by Crosby Valve & Gage Co., Wrentham, Mass. 02093, effective April 16, 1969. (It is an extension of Approval No. 162.001/17/2, dated Apr. 16, 1964.)

Approval No. 162.001/104/1, Style HN-MS-25, carbon steel body pop safety valve, exposed spring, maximum pressure 600 p.s.i., maximum temperature 650° F., dwg. No. HV-8-MS, revised January 28, 1954, approved for sizes 1½", 2", 2½", 3", and 4", manufactured by Crosby Valve & Gage Co., Wrentham, Mass. 02093, effective April 16, 1969. (It is an

extension of Approval No. 162.001/104/1, dated Apr. 16, 1964.)

Approval No. 162.001/105/1, Style HN-MS-35, carbon steel body pop safety valve, exposed spring, maximum pressure 900 p.s.i., maximum temperature 650° F., dwg. No. HV-9-MS, revised February 1, 1954, approved for sizes 1½", 2", 2½", 3", and 4", manufactured by Crosby Valve & Gage Co., Wrentham, Mass. 02093, effective April 16, 1969. (It is an extension of Approval No. 162.001/105/1, dated Apr. 16, 1964.)

Approval No. 162.001/218/0, Style AC-M1 safety valve, bronze body, maximum pressure 300 p.s.i., maximum temperature 450° F., dwg. No. H-41473, revised May 18, 1959, approved for sizes 1½", 2", and 2½", manufactured by The Ashton Valve Co., Wrentham, Mass. 02093, effective April 16, 1969. (It is an extension of Approval No. 162.001/218/0, dated Apr. 16, 1964.)

Approval No. 162.001/219/0, Style AC-M2 safety valve, bronze body, 150 p.s.i., maximum temperature of 336° F., dwg. No. H-41473, revised May 18, 1959, approved for sizes 1½", 2", and 2½", manufactured by The Ashton Valve Co., Wrentham, Mass. 02093, effective April 24, 1969. (It is an extension of Approval No. 162.001/219/0, dated May 1, 1964.)

RELIEF VALVES (HOT WATER HEATING BOILERS)

Approval No. 162.013/19/0, McDonnell No. 230-1" relief valve for hot water heating boiler, relieving capacity 743,400 B.t.u. per hour, at maximum set pressure of 30 p.s.i., dwg. No. MA230-1", dated October 20, 1952, approved for 1" inlet size, manufactured by McDonnell & Miller, Inc., 3500 North Spaulding Avenue, Chicago, Ill. 60618, effective April 22, 1969. (It is an extension of Approval No. 162.013/19/0, dated Apr. 22, 1964.)

Approval No. 162.013/20/0, McDonnell No. 230-1½" relief valve for hot water heating boiler, relieving capacity 1,025,100 B.t.u. per hour, at maximum set pressure of 30 p.s.i., dwg. No. MA230-1½", dated August 14, 1952, approved for 1½" inlet size, manufactured by McDonnell & Miller, Inc., 3500 North Spaulding Avenue, Chicago, Ill. 60618, effective April 22, 1969. (It is an extension of Approval No. 162.013/20/0, dated Apr. 22, 1964.)

PRESSURE VACUUM RELIEF VALVES AND SPILL VALVES FOR TANK VESSELS

Approval No. 162.017/23/3, figure ST-4000-R pressure vacuum relief valve, enclosed pattern, weight-loaded poppet, bronze body, dwg. No. ST-7500, dated February 16, 1951, approved for 6" size, manufactured by GPE Controls, Inc., 6511 Oakton Street, Morton Grove, Ill. 60053, effective April 22, 1969. (It is an extension of Approval No. 162.017/23/3, dated Apr. 22, 1964, and change of name and address of manufacturer.)

Approval No. 162.017/78/0, figure ST-4004 pressure vacuum relief valve, enclosed pattern, weight-loaded poppet, bronze body, dwg. No. ST-8470-2, rev. 2, dated Apr. 5, 1954, approved for 4" size, manufactured by GPE Controls, Inc., 6511 Oakton Street, Morton Grove, Ill.

60053, effective April 22, 1969. (It is an extension of Approval No. 162.017/78/0, dated Apr. 22, 1964, and change of name and address of manufacturer.)

STRUCTURAL INSULATIONS FOR MERCHANT VESSELS

Approval No. 164.007/37/0, "Spray-Don" sprayed asbestos fiber type structural insulation identical to that described in Underwriters' Laboratories, Inc., report No. R3655-5-6 approved for use without other insulating material to meet Class A-60 requirements in an untamped thickness of 3 1/4" and a tamped thickness of 2" and a density not less than 14.7 pounds per cubic foot, manufactured by U.S. Gypsum, Plainfield, N.J., for Sprayon Research Corp., 1101 North-east 110th Street, Miami, Fla. 33161, effective May 9, 1969.

INCOMBUSTIBLE MATERIALS FOR MERCHANT VESSELS

Approval No. 164.009/31/0, LW marine acoustical unit, incombustible material in accordance with Johns-Manville Sales Corp. letter, dated February 3, 1954, and dwg. No. M-1-9, dated March 11, 1954, manufactured by Johns-Manville Sales Corp., 22 East 40th Street, New York, N.Y. 10018, effective April 16, 1969. (It is an extension of Approval No. 164.009/31/0, dated Apr. 17, 1964.)

Dated: June 13, 1969.

W. J. SMITH,
Admiral, U.S. Coast Guard
Commandant.

[F.R. Doc. 69-7249; Filed, June 18, 1969;
8:47 a.m.]

National Transportation Safety Board

[Docket No. SA-414]

ACCIDENT AT CUCAMONGA CANYON, CALIF.

Notice of Hearing

In the matter of investigation of accident involving Cessna 310N, of U.S. registry N4111Q which occurred at Cucamonga Canyon, near Upland, Calif., April 12, 1969.

Notice is hereby given that an Accident Investigation Hearing on the above matter will be held commencing at 9 a.m. local time, on June 25, 1969, in the Ramada Room of the Ramada Inn, 1150 University Avenue, Riverside, Calif.

Dated this 16th day of June 1969.

{SEAL} RICHARD G. RODRIGUEZ,
Hearing Officer.

[F.R. Doc. 69-7260; Filed, June 18, 1969;
8:48 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 20999]

DOMESTIC AIR EXPRESS ET AL.

Notice of Proposed Approval

Application of Domestic Air Express, Intra-Mar Shipping Corp. et al., for ap-

proval of control relationships under section 408 of the Act, Docket 20999.

Notice is hereby given, pursuant to the statutory requirements of section 408(b) of the Federal Aviation Act of 1958, as amended, that the undersigned intends to issue the order set forth below under delegated authority. Interested persons are hereby afforded a period of 10 days from the date of service within which to file comments or request a hearing with respect to the action proposed in the order.

Dated at Washington, D.C., June 16, 1969.

{SEAL} A. M. ANDREWS,
Director,
Bureau of Operating Rights.

ORDER APPROVING CONTROL RELATIONSHIPS

Issued under delegated authority.

Application of Domestic Air Express, Intra-Mar Shipping Corp. et al., for approval of control relationships under section 408 of the Act; Docket 20999.

By application filed May 15, 1969, Domestic Air Express, Inc. (DAX), Intra-Mar Shipping Corp. (Intra-Mar), Intra-Mar Transport Corp. (Transport), Intra-Mar Agency, Inc. (Agency), Intra-Mar Air Freight, Inc. (Air Freight) and Mr. Ernest R. Binder request approval under section 408 of the Federal Aviation Act of 1958, as amended, (the Act) of the acquisition by DAX of all the stock of the Intra-Mar companies named above from Mr. Binder. In addition, the applicants request, pursuant to section 408 of the Act, approval of interlocking relationships which will result from several of DAX's current officers and/or directors assuming positions as officers and/or directors of Intra-Mar.

DAX is an authorized domestic air freight forwarder. Intra-Mar is an authorized international air freight forwarder. It also acts as an IATA approved cargo sales agent and as an FMC authorized independent ocean freight forwarder.¹ Transport is a customs house broker, and Agency and Air Freight are dormant companies which hold no government authority of any nature.

The instant application presents potential "dual authorization" problems similar to those faced in DAX's previous application for approval under section 408 of the Act of its acquisition of Asiatic Forwarders, Inc. (AFI), and its wholly owned subsidiaries.² As the Board's order approving such acquisition under section 408 of the Act noted, AFI is one of seven indirect air carriers of used household goods presently exempt from certain provisions of the Act to the extent necessary to transport by air used household goods of personnel of the Department of Defense. It also has on file with the Board applications for regular household goods air freight forwarder authority which were filed pursuant to the condition imposed by Order E-21883, March 9, 1965, which first granted the exemption. The applicants asserted in their application for approval of DAX's acquisition of AFI that in the event such approval was granted, AFI would withdraw its application for domestic household goods air freight forwarder authority.³ The instant ap-

plication states that in the event the Board approves DAX's acquisition of Intra-Mar, AFI's application for international household goods air freight forwarder authority will also be withdrawn.

The applicants state that approval of the instant application would be in the public interest because it would strengthen the financial position of Intra-Mar and allow it to provide a better service to its customers.⁴ Furthermore, they state that because Intra-Mar operates only internationally and DAX only domestically and because AFI will no longer be an applicant for either domestic or international household goods air freight forwarder authority, the traditional regulatory problem which arises upon the common control of carriers holding coextensive authority is not presented in the instant application.

No comments relative to the application or requests for a hearing have been received.

Notice of intent to dispose of the application without a hearing has been published in the FEDERAL REGISTER and a copy of such notice has been furnished by the Board to the Attorney General not later than 1 day following such publication, both in accordance with section 408(b) of the Act.

Upon consideration of the foregoing, it is concluded that Intra-Mar is an air carrier and that DAX's acquisition of Intra-Mar is subject to section 408 of the Act. However, it is further concluded that such control relationships do not affect the control of an air carrier directly engaged in the operation of aircraft in air transportation, do not result in creating a monopoly, and do not tend to restrain competition. Furthermore, no person disclosing a substantial interest in the proceeding is currently requesting a hearing and it is concluded that the public interest does not require a hearing. The control relationships are similar to others which have been approved by the Board and do not essentially present any new substantive issues.⁵

We also find that interlocking relationships within the scope of section 409 of the Act will result from the holding by current officers and/or directors of DAX of the positions of officers and/or directors of Intra-Mar. However, we have concluded that such relationships come within the scope of the exemption from the provisions of section 409 afforded by Part 287 of the Board's economic regulations. Thus, to the extent that the application requests approval of such relationships, it will be dismissed.

Pursuant to authority duly delegated by the Board in the Board's regulations, 14 CFR 385.13, it is found that the foregoing control relationships should be approved under section 408(b) of the Act, without hearing.

Accordingly, it is ordered:

1. That the acquisition by DAX of Intra-Mar and its wholly owned subsidiary companies, as described herein, and the resultant control relationships be and they hereby are approved; and

2. That except to the extent granted herein, the application in Docket 20999 be and it hereby is dismissed.

Persons entitled to petition the Board for review of this order pursuant to the Board's regulations, 14 CFR 385.50, may file such petitions within 3 days after the date of service of this order.

⁴ It is contemplated that the Intra-Mar group will operate as subsidiaries of DAX and will retain their current names for an indefinite period. However, the applicants contemplate that Intra-Mar's name will ultimately be changed to DAX, subject to Board approval.

⁵ See Orders 69-1-64, Jan. 15, 1969 (Jet Air Freight, Copeland Shipping et al.) and 68-9-140, Sept. 27, 1968 (Airborne Freight Corp., Pacific Air Freight et al.).

¹ The FMC does not consider such forwarders to be common carriers.

² By Order 69-2-117, Feb. 24, 1969, the Board approved DAX's acquisition of AFI and its subsidiary companies.

³ By letter dated May 16, 1969, counsel for AFI advised the Board that that company was withdrawing its application for domestic household goods air freight forwarder authority.

This order shall be effective and become the action of the Civil Aeronautics Board upon expiration of the above period unless within such period a petition for review is filed, or the Board gives notice that it will review this order on its own motion.

[SEAL] MABEL McCART,
Acting Secretary.

[F.R. Doc. 69-7254; Filed, June 18, 1969;
8:47 a.m.]

[Docket No. 18650; Order 69-6-75]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Order Regarding Specific Commodity Rates

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 13th day of June 1969.

By Order 69-5-12, dated May 5, 1969, action was deferred on certain resolutions, adopted by the International Air Transport Association (IATA), relating to specific commodity rates for the carriage of household goods and personal effects between Miami and Central and South American points. Action was deferred with a view of (1) eventual disapproval of the agreement insofar as it would establish commodity rates at a level higher than the Board-approved IATA general cargo rates, and (2) eventual approval of the agreement insofar as it would establish commodity rates equal to or lower than the Board-approved IATA general cargo rates. The order allowed 10 days for interested persons to file petitions in support of or in opposition to the proposed action.

Pan American World Airways, Inc. (PAA), filed a petition in opposition to the proposed disapproval.¹ In support of its petition, PAA alleges that the average density of air cargo now moving between Miami and points in Central and South America is 10 pounds per cubic foot whereas the average density for household goods and personal effects is approximately 7 pounds per cubic foot. PAA further asserts that such commodities require extra handling and that such shipments preclude the use of significant amount of revenue space in the aircraft. PAA avers that the otherwise usable space is lost since small consignments of cargo cannot be loaded as filler on top of pallets containing household goods and personal effects due to their susceptibility to damage.

The Board is not persuaded by the arguments of PAA that the proposed rates above the general cargo rates are warranted. While the density of household goods and personal effects may well be 7 pounds a cubic foot, the Board has approved an IATA-agreed density rule of 8.9 pounds per cubic foot. This rule requires that consignments having a density of less than 8.9 pounds per cubic foot be charged on the basis of 8.9 pounds per cubic foot. Further, we can find no justification for singling

out household and personal effects for higher rates in an effort to equal the revenues derived from shipments of higher average density moving in the markets concerned.

With respect to the problem of unusable space, higher rates do not seem to be the answer. It would appear that the basic problem is one of packaging and not the level of rates. In this connection, we would observe that like commodities move via the North Atlantic at a reduction of approximately 25 percent from the otherwise applicable general cargo rates. Under the circumstances, the Board finds no reason to reverse the tentative findings made in Order 69-5-12.

The Board, acting pursuant to sections 102, 204(a), and 412 of the Act, makes the following findings:

1. The Board finds that the agreement, insofar as it would establish commodity rates listed in Attachment A hereto,² is adverse to the public interest.

2. The Board does not find that the agreement, insofar as it would establish commodity rates listed in Attachment B hereto,³ is adverse to the public interest or in violation of the Act: *Provided*, That approval thereof is conditioned as hereinafter ordered.

Accordingly, it is ordered, That:

1. Agreement CAB 20806, R-15, insofar as it relates to those rates named in Attachment A hereto,² be and hereby is disapproved;

2. Agreement CAB 20806, R-15, insofar as it relates to those rates named in Attachment B hereto,³ be and hereby is approved: *Provided*, That approval shall not constitute approval of the specific commodity description contained therein for purposes of tariff publication; and

3. The petition of Pan American World Airways, Inc., for approval of the rate agreement as described in Attachment A¹ is hereby denied.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] MABEL McCART,
Acting Secretary.

[F.R. Doc. 69-7255; Filed, June 18, 1969;
8:47 a.m.]

[Docket No. 21083; Order 69-6-78]

RAILWAY EXPRESS AGENCY, INC., ET AL.

Order of Investigation and Suspension

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 13th day of June 1969.

By tariff revisions¹ filed May 15, 1969, and marked to become effective June 18, 1969, the Railway Express Agency, Inc. (REA), and air carriers participating in the tariffs with REA propose to increase

most air express rates and charges in the United States. The proposal involves (1) raising the minimum charge from \$5.50 to \$6 per air express shipment for practically all its traffic, and (2) restructuring general commodity rates and specific commodity rates for live animals and birds and for magazines, newspapers, and periodicals, and increasing many of those rates. Other specific commodity rates would not be changed.

REA claims, inter alia, that its proposed rate increases are warranted by sharply increased operating costs which have risen from \$4.76 per air express shipment in 1966, when it made its latest general rate increase, to \$5.65 in 1968 and to a projected cost, reflecting higher wage and related labor expenses based on agreements already in effect, of \$5.98 for the last half of 1969. These cost increases amount to \$1.22 per shipment. REA forecasts that between 1966 and the second half of 1969 revenues per shipment will rise by only 56 cents, 66 cents less than the rise in costs. It asserts that, unless rates are increased, the gross profit of 57 cents per shipment in 1966 will become a loss of 9 cents per shipment in the second half of 1969.

REA estimates that its proposals would result in a revenue increase of \$8 million, or 88 cents per shipment, assuming that no diversion to other carriers would occur, and in an average increase of 75 cents per shipment if the expected amount of diversion occurs. Of that 75 cents, the airlines will in effect receive 6.5 cents per shipment, which will leave 68.5 cents to REA.

REA finally states that it has urgent need for additional revenues since it has incurred net operating losses for its total operations, both surface and air, during the past several years. It has filed to increase its surface rates and has intensified efforts to reduce costs and improve operating efficiency. It claims that the proposed increases in air rates, which will barely enable REA to catch up with increased costs, are necessary to permit it to continue offering air express service.

Upon consideration of the tariff and all other relevant matters, the Board finds that the proposed increases for shipments with charges above the proposed minimum charges may be unjust, unreasonable, or unjustly discriminatory, or unduly preferential, or unduly prejudicial, or otherwise unlawful and should be suspended pending investigation.

The proposed rise in the minimum charge from \$5.50 to \$6 per shipment does not appear excessive. It is generally recognized that terminal costs have risen. Furthermore, direct carriers have also increased their minimum charges (Order 68-8-77, Aug. 19, 1968, and Order 68-10-116, Oct. 21, 1968).²

However, although a number of REA's proposed rates above the minimum

¹ The petition was not timely filed, but we are herein considering it on its merits.

² Filed as part of the original document.

³ Revision to Agent's J. F. Mahon's, Tariff CAB No. 1.

³ For technical reasons, we are suspending and setting for investigation most of the proposed minimum charges. We shall permit on less-than-statutory notice the re-filing of rates reflecting the proposed minimum charges.

charges involve relatively little or no increase, many of them involve sharp increases which have not been adequately justified. These appear excessive and may have a significant effect upon shippers. In these circumstances we shall not permit them to become effective without investigation.

Certain of REA's proposals involve changes that may involve undue preference and prejudice as a result of the proposed rate structure modification, which would typically show the same charge for all shipments within 5-pound groups at the current level of the largest shipment in that group. The present structures consist of charges for shipments to the nearest pound. As a result of the foregoing modifications, the increases would vary widely depending upon whether the shipment size is at the bottom or top of a 5-pound group.

Based on data submitted by REA, we believe that an increase in revenues including those received from the proposed higher minimum charges, averaging 35 cents per shipment, would appear to return to REA a reasonable profit. We would be willing to consider the filing of a rate schedule which would yield the foregoing average increase in revenues, although no individual rates may involve sharp increases.

Simultaneously with its current tariff proposal under a statutory 30-day filing period, REA filed an application that the Board grant special permission to make the tariff effective sooner in view of REA's purported critical financial need. Because of our action in suspending the proposal pending investigation, we are denying that application.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 204(a) and 1002 thereof:

It is ordered, That:

1. An investigation is instituted to determine whether the rates, charges, and provisions described in Appendix A attached hereto^{*} (insofar as they result in increased rates and charges), and rules, regulations, and practices affecting such rates, charges, and provisions, are or will be unjust or unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, and if found to be unlawful, to determine and prescribe the lawful rates, charges, and provisions, and rules, regulations, or practices affecting such rates, charges, and provisions;

2. Pending hearing and decision by the Board, the rates, charges, and provisions described in Appendix A hereto^{*} (except those applying to or from Canadian points) are suspended and their use deferred to and including September 15, 1969, unless otherwise ordered by the Board, and that no changes be made therein during the period of suspension except by special permission of the Board;

3. Special Tariff Permission Application No. 5, dated May 14, 1969, filed by J. F. Mahon, Agent, is hereby denied;

4. The proceeding herein be assigned for hearing before an examiner of the

Board at a time and place hereafter to be designated; and

5. Copies of this order shall be filed with the tariffs and served upon the carriers listed in Appendix B,² which are hereby made parties to this proceeding.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL]

MABEL McCART,
Acting Secretary.

[F.R. Doc. 69-7256; Filed, June 18, 1969;
8:47 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Report 444]

COMMON CARRIER SERVICES INFORMATION¹

Domestic Public Radio Services Applications Accepted for Filing²

JUNE 16, 1969.

Pursuant to §§ 1.227(b)(3) and 21.26
(b) of the Commission's rules, an appli-

¹All applications listed in the appendix are subject to further consideration and review and may be returned and/or dismissed if not found to be in accordance with the Commission's rules, regulations, and other requirements.

²The above alternative cutoff rules apply to those applications listed in the appendix as having been accepted in Domestic Public Land Mobile Radio, Rural Radio, Point-to-Point Microwave Radio, and Local Television Transmission Services (Part 21 of the rules).

cation, in order to be considered with any domestic public radio services application appearing on the attached list, must be substantially complete and tendered for filing by whichever date is earlier: (a) The close of business 1 business day preceding the day on which the Commission takes action on the previously filed application; or (b) within 60 days after the date of the public notice listing the first prior filed application (with which subsequent applications are in conflict) as having been accepted for filing. An application which is subsequently amended by a major change will be considered to be a newly filed application. It is to be noted that the cutoff dates are set forth in the alternative—applications will be entitled to consideration with those listed in the appendix if filed by the end of the 60-day period, only if the Commission has not acted upon the application by that time pursuant to the first alternative earlier date. The mutual exclusivity rights of a new application are governed by the earliest action with respect to any one of the earlier filed conflicting applications.

The attention of any party in interest desiring to file pleadings pursuant to section 309 of the Communications Act of 1934, as amended, concerning any domestic public radio services application accepted for filing, is directed to § 21.27 of the Commission's rules for provisions governing the time for filing and other requirements relating to such pleadings.

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

APPENDIX

APPLICATIONS ACCEPTED FOR FILING

DOMESTIC PUBLIC LAND MOBILE RADIO SERVICE

- 7362-C2-P-69—Empire Communications Co. (KFL955), C.P. to relocate control facilities at location No. 2 to: Awbrey Butte, 0.7 mile northwest of Bend, Oreg., operating on frequency 454.15 MHz.
- 7363-C2-P-69—Imperial Communications Corp. (KMA262), C.P. for an additional base channel to be located at a new site described as location No. 3: 110 West C Street, San Diego, Calif., to operate on frequency 454.05 MHz.
- 7369-C2-P/L-69—The Western Reserve Telephone Co. (KQK583), C.P. and license to re-instate an expired 2-way station license, now operating on frequency 152.60 MHz located at 2.25 miles southeast of Twinsburg, Ohio.
- 7371-C2-P-69—Boston Two-Way Radio Service (KOC263), C.P. for an additional base channel to operate on frequency 454.300 MHz at location No. 3: 50 Bear Hill Road, Waltham, Mass.
- 7370-C2-P-69—Peabody Telephone Answering Service (KOC786), C.P. for an additional base channel to operate on frequency 454.250 MHz at station located on Newbury Street, West Peabody, Mass.
- 7372-C2-MP-69—New York Telephone Co. (KEA763), Modification of C.P. to add auxiliary test facilities to operate on frequencies 459.375, 459.450, 459.525, 459.550, 459.625, and 459.650 MHz located at 238 East 56th Street, New York, N.Y.
- 7373-C2-P-69—Suburban Two-Way Radio Service (New), C.P. for a new 2-way station to be located at 50 Bear Hill Road, Waltham, Mass., to operate on base frequency, 454.350 MHz.
- 7374-C2-P-69—General Telephone Co. of Illinois (New), C.P. for a new 1-way station to be located at 330 West Beecher Street, Jacksonville, Ill., to operate on frequency 152.84 MHz.
- 7375-C2-P-69—General Telephone Co. of Illinois (New), C.P. for a new 2-way station to be located at 0.1 mile west of junction U.S. Highway No. 66 and State Highway No. 23, northwest of Pontiac, Ill., to operate on frequency 152.81 MHz.
- 7376-C2-P-69—General Telephone Co. of Illinois (New), C.P. for a new 1-way station to be located at 223 East Randolph Street, Macomb, Ill., to operate on base frequency 152.84 MHz.
- 7377-C2-AP/AL-(2)-69—Forester Radiotelephone Service, Consent to assignment of license from Pearl Forester and Yvonne Page, doing business as Forester Radiotelephone Service Assignor, to: Forester Radiotelephone, Inc., Assignee, Stations: KKG409 Dallas, Tex., KKO344 Dallas, Tex. (1-way).

^{*}Filed as part of the original document.

DOMESTIC PUBLIC LAND MOBILE RADIO SERVICE—Continued

7378-C2-P-69—Electrocom Corp. (New), C.P. for a new 2-way station at location No. 1: 111 Perkins Street, Boston, Mass., to operate on frequencies 454.175, 454.325, and 454.350 MHz and at location No. 2: On Nobscott Hill, 5 miles north of Framingham, Mass., to operate on frequencies 454.075 and 454.275 MHz.

7393-C2-P-69—Guilf Mobilphone (New), C.P. for a new 2-way station to be located at the Buena Vista Hotel, Biloxi, Miss., to operate on base frequency 152.05 MHz.

7394-C2-AL-69—Messages By Radio, Inc., Consent to assignment of license from: Messages By Radio, Inc., Assignor, to: Paging Yonkers, Inc., Assignee, Station, KEA200 Yonkers, N.Y.

7395-C2-P-69—South Central Bell Telephone Co. (KEJ448), C.P. to reorient the antenna system operating on frequencies 152.60 and 152.63 MHz at station located at 555 Florida Street, Baton Rouge, La.

7396-C2-P-69—Southwestern Bell Telephone Co. (KAA697), C.P. to add a base channel on frequency 152.78 MHz; replace transmitter operating on frequency 152.65 MHz; change the antenna system and relocate all facilities to 600 St. Louis Street, Springfield, Mo.

7466-C2-P-69—RMD Electronics, Inc. (New), C.P. for a new 2-way station to be located at 1960 Lincoln Park West, Chicago, Ill., to operate on 454.025 MHz.

7467-C2-P-69—BCC of Virginia, Inc. (New), C.P. for a new 1-way station to be located at 1318 Spratley Street, Portsmouth, Va., to operate on frequency 158.70 MHz.

7468-C2-P-69—Fire Safety Corp. (New), C.P. for a new 1-way station to be located on Old Highway No. 14, 2 miles west of Rochester, Minn., to operate on frequency 152.24 MHz.

7476-C2-P-69—General Telephone Co. of the Southwest (New), C.P. for a new 1-way station to be located 3.3 miles west of Texarkana, Tex., to operate on frequency 152.84 MHz.

7477-C2-P-69—Jack Loperens (New), C.P. for a new 1-way station to be located at the northwest corner of Walnut and Woodland, Visalia, Calif., to operate on frequency 158.70 MHz.

7478-C2-P-69—Georgia Mobile Telephone Co. (New), C.P. for a new 2-way station to be located at the First National Bank Building, 2 Peachtree Street, Atlanta, Ga., to operate on frequencies 454.200, 454.250, and 454.300 MHz.

7478-C2-P-69—The Bell Telephone Co. of Pennsylvania (KGC229), C.P. to change the antenna system and relocate facilities to: Near junction of Route No. 23 and Stony Battery Road, West Hempfield Township, Pa., operating on base frequency 152.57 MHz.

POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIERS)

7384-C1-ML-69—Pacific Northwest Bell Telephone Co. (KOU35), Modification of license to change the point of communication to Saddle Mountain, Ore., operating on frequencies 6394.2 and 10,715 MHz. All other terms of the existing license to remain the same.

7385-C1-ML-69—Pacific Northwest Bell Telephone Co. (KOP81), Modification of license to change the point of communication to Saddle Mountain, Ore., via passive reflector, operating on frequencies 6083.5 and 10,995 MHz. All other terms of the existing license to remain the same.

7386-C1-P-69—Pacific Northwest Bell Telephone Co. (KYS68), C.P. to add frequencies 11,365 and 6271.4 MHz toward Sentinel Hill, Portland, Ore.; 6266.2 and 11,445 MHz toward Tillamook, Ore., via passive reflector and 6345.5 and 11,645 MHz toward Livingston Mountain, Wash., at station located on Saddle Mountain, 9.5 miles northwest of Cherry Grove, Ore.

7387-C1-P-69—Pacific Northwest Bell Telephone Co. (KYS69), C.P. to add frequencies 10,955 and 10,715 MHz toward Portland, Ore., and 6019.3 and 10,915 MHz toward Saddle Mountain, Ore., at station located at Sentinel Hill near southwest Fairmount Boulevard, Portland, Ore.

7388-C1-P-69—Pacific Northwest Bell Telephone Co. (KOC65), C.P. to add frequencies 11,405 and 11,645 MHz toward Sentinel Hill, Portland, Ore., at station located at 819 Southwest Oak Street, Portland, Ore.

7397-C1-P-69—The Mountain States Telephone and Telegraph Co. (KPX83), C.P. to add frequency 11,445 MHz toward Sidney, Mont., at station located at 424 South Central Avenue, Sidney, Mont.

7398-C1-P-69—The Mountain States Telephone and Telegraph Co. (KPV89), C.P. to add frequency 10,905 MHz toward Sidney, Mont. (424 South Central Avenue), at station located at 3.5 miles south-southeast of Sidney, Mont.

POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIERS)—Continued

7399-C1-P-69—Pacific Telephone & Telegraph Co. (KMN91), C.P. to add frequencies 11,365 and 11,605 MHz toward Loma Prieta Mountain, Calif., at station located at 95 Almaden Avenue, San Jose, Calif.

7400-C1-P-69—Pacific Telephone & Telegraph Co. (KMD93), C.P. to add frequencies 10,915 and 11,155 MHz toward San Jose, Calif., and 10,715 and 10,955 MHz toward Salinas, Calif., at station located at Loma Prieta Mountain, Calif.

7401-C1-P-69—Pacific Telephone & Telegraph Co. (KMK53), C.P. to add frequencies 11,405 and 11,645 MHz toward Loma Prieta Mountain, Calif., at station located at 340 Pajaro Street, Salinas, Calif.

7402-C1-P-69—South Central Bell Telephone Co. (New), C.P. for a new fixed station to be located at 1515 Cherry Street, Vicksburg, Miss., to operate on frequencies 6137.9 and 6019.3 MHz toward Vicksburg, Miss. (RT).

7403-C1-P-69—South Central Bell Telephone Co. (New), C.P. for a new fixed station to be located at 4.3 miles south-southeast of Vicksburg, Miss., to operate on frequencies 6241.7 and 6360.3 MHz toward Vicksburg, Miss., and 6271.4 and 6390.0 MHz toward Port Gibson, Miss.

7404-C1-P-69—South Central Bell Telephone Co. (KTF48), C.P. to add frequencies 5989.7 and 6108.3 MHz toward Vicksburg, Miss. (RT), at station located 1.6 miles southwest of Port Gibson, Miss.

7409-C1-P-69—Mountain States Telephone & Telegraph Co. (KPN87), C.P. to change the antenna system for station located at 150 East Cedar Street, Globe, Ariz., operating on frequencies 10,715 and 10,955 MHz.

7470-C1-P-69—Mountain States Telephone & Telegraph Co. (KOV83), C.P. to add frequencies 6301.0 and 6241.7 MHz toward Pinal Peak, Ariz., at station located at 223 West Adams Street, Phoenix, Ariz.

7471-C1-P-69—Mountain States Telephone & Telegraph Co. (KPN86), C.P. to add frequencies 6049.0 and 5989.7 MHz toward Phoenix, Ariz., at station located at 8.3 miles south-southwest of Globe, Ariz. (Pinal Peak).

7472-C1-P/L-69—Central Telephone Co. (New), C.P. and license for a new fixed station to be located at Palo Verde Road and Bell Drive, Las Vegas, Nev., to operate on frequencies 6050 and 6150 MHz toward Southern Nevada Vocational Technical Center, Las Vegas, Nev.

7473-C1-P-69—Illinois Bell Telephone Co. (KSN61), C.P. to add frequencies 6241.7 and 10,915 MHz toward Plano, Ill., at station located at 2.8 miles east-southeast of Norway, Ill.

7474-C1-P-69—Illinois Bell Telephone Co. (KZA71), C.P. to change frequency to 5937.8 MHz and replace the transmitter operating on same, located at 4.5 miles northwest of Berlin, Ill.

7480-C1-P-69—Paul Bunyan Rural Telephone Cooperative (New), C.P. for a new fixed station to be located near Ponsnab, Minn., to operate on frequency 2128.0 MHz.

7481-C1-P-69—Paul Bunyan Rural Telephone Cooperative (New), C.P. for a new fixed station to be located near Tribal Law and Order Center, Red Lake, Minn., to operate on frequency 2178.0 MHz.

7482-C2-P-69—Communications Engineering Co. (KMA742), C.P. to change the antenna system operating on frequencies 152.18 and 152.21 MHz and relocate same to: 2.5 miles north of Porterville, Calif.

3041-C2-R-70—Southern Bell Telephone & Telegraph Co. (KIN644), Renewal of Developmental station license, expiring Aug. 1, 1969. Term: Aug. 1, 1969 to Aug. 1, 1970.

Correction

6865-C1-P-69—Southern Bell Telephone & Telegraph Co. (KJH41), Correct frequency to read: 6226.9 MHz. All other terms same as reported in public notice dated May 12, 1969, Report No. 439.

POINT-TO-POINT MICROWAVE RADIO SERVICE (NONTELEPHONE)

7379-C1-P-69—Northco Microwave, Inc. (New), C.P. for a new station on Mount Pritchard, near Burlington, Vt., at lat. 44°22'11" N., long. 73°06'19" W. Frequency 10,735 MHz on azimuth 314°51'. (Informative: Applicant proposes to provide the television signal of WPIX (New York City) to Dimension Cable TV, Inc., in Plattsburg, N.Y. Receiving site is to be located in Morrisville, N.Y.)

[P.R. Doc. 69-7259; Filed, June 18, 1969; 8:48 a.m.]

FÉDÉRAL MARITIME COMMISSION

[Docket No. 69-25]

TRANSAMERICAN TRAILER
TRANSPORT, INC.Temporary Strike Surcharge in U.S.
North Atlantic/Puerto Rico TradeSecond Supplemental Order and
Special Permission No. 5042.

By the original order in this proceeding served May 14, 1969, the Commission placed under investigation a temporary "Strike Surcharge" designed to increase rates and charges of the subject carrier by 10 percent during the period from May 17, 1969, to April 10, 1970; and suspended to and including September 16, 1969, Original, 1st, and 2d Revised Pages 10-A to Freight Tariff FMC-F No. 1. The Commission's order prohibits changes in tariff matter held in effect by reason of suspension, during the period of suspension, unless otherwise ordered by the Commission. By first supplemental order in this proceeding the Commission amended its original order to permit the statutory filing of rate reductions.

By Special Permission Application No. 25, filed by Transamerican Trailer Transport, Inc., authority is sought under the provisions of section 2 of the Intercoastal Shipping Act, 1933, to depart from the terms of Rule 20(c) of Tariff Circular No. 3 and the terms of the original order in this proceeding to the extent necessary to permit the filing, upon less than statutory notice, of certain pages which will contain decreases and/or increases in rates and charges.

A full investigation of the matters involved in the application having been made, which application is hereby referred to and made a part hereof:

Now therefore it is ordered, That:

1. Authority is granted to Transamerican Trailer Transport, Inc., to depart from the terms of Rule 20(c) of the Commission's Domestic Tariff Circular No. 3 and the terms of the original order in I&S Docket No. 69-25 to make certain changes in rates and provisions held in effect by reason of suspension in said docket, upon statutory notice. The authorized changes, which will result in increases in some instances, shall be published in consecutively numbered revisions of pages 72, 84, and 103 to the aforementioned tariff.

2. The authority granted above does not prejudice the right of this Commission to suspend any publications submitted pursuant thereto, either upon receipt of protest or upon the Commission's own motion under section 3 of the Intercoastal Shipping Act, 1933.

3. Authority is also granted to file the specific reductions requested in the application, on not less than 1 day's notice, said reductions to be published in consecutively numbered revisions of pages 76, 80, 87, 91, 105, 106A, 109, 112, and 137 to the aforementioned tariff.

4. Publications issued and filed hereunder shall bear the notation: "Issued under authority of Second Supplemental Order in Docket No. 69-25 and Federal

Maritime Commission Special Permission No. 5042."

5. This special permission does not modify any outstanding formal orders of the Commission, nor waive any of the requirements of its rules relative to the construction and filing of tariff publications, except as provided herein.

By the Commission.

[SEAL]

FRANCIS C. HURNEY,
Assistant Secretary.

[P.R. Doc. 69-7251; Filed, June 18, 1969;
8:47 a.m.]

GENERAL SERVICES
ADMINISTRATION

ORGANIZATION AND FUNCTIONS

The following description of the General Services Administration is published in accordance with 5 U.S.C. 552.

Creation and authority. The General Services Administration was established by section 101 of the Federal Property and Administrative Services Act of 1949 (63 Stat. 379), effective July 1, 1949. The act consolidated and transferred to the agency a variety of real and personal property and related functions formerly assigned to various agencies. Subsequent laws assigned other related functions and programs.

Purpose. The General Services Administration was established to provide for the Government an economical and efficient system for the management of its property and records, including construction and operation of buildings, procurement and distribution of supplies, disposal of surplus property, traffic and communications management, stockpiling of strategic and critical materials, and creation, preservation, and disposal of records.

Organization. The General Services Administration is an independent agency in the executive branch of the Government. The work of the agency as a whole is directed by the Administrator, assisted by the Deputy Administrator and the Assistant Administrator. The services and staff offices are described below.

General regulations. Regulations of the General Services Administration and its components are codified in the Code of Federal Regulations, under Title 41, Chapters 1, 5, 5A-5D, 101, and 105. Title 41 of the Code of Federal Regulations is available at most legal and depository libraries, at the General Services Administration and its regional offices, and copies may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, at prices established by that office.

Locations of material available for public inspection. Locations of reading rooms containing materials available for public inspection and copying are outlined under Part 105-60, Title 41, Code of Federal Regulations.

Addresses and telephone numbers. The Office of the Administrator, the staff offices, and the principal offices of each of

the services, except the Federal Supply Service and the National Archives and Records Service, are located in the General Services Building, 18th and F Streets NW., Washington, D.C. 20405. The telephone is area code 202, number 343-1100. The Federal Supply Service is located in Crystal Mall Building 4, 1941 Jefferson Davis Highway, Arlington, Va. 20406, telephone area code 703, number 557-1221. The National Archives and Records Service is located in the Archives Building, Eighth and Pennsylvania Avenue NW., Washington, D.C. 20408. The telephone is area code 202, number 963-6411. The addresses of the 10 regional offices are provided in a table under that heading.

OFFICE OF THE ADMINISTRATOR

The Administrator of General Services, appointed by the President with the advice and consent of the Senate, is the head of the General Services Administration. The Deputy Administrator, who is appointed by the Administrator, performs such functions as the Administrator designates, serves as Acting Administrator of General Services during the absence or disability of the Administrator, and coordinates GSA activities related to audits, compliance, and civil rights. The Assistant Administrator, also appointed by the Administrator, directs programs for congressional liaison, legislation, public information, business services, and small business; and advises and assists the Administrator and Deputy Administrator in the formulation of policy and the executive direction of the agency.

OFFICE OF ADMINISTRATION

This Office, headed by the Assistant Administrator for Administration, is responsible for financial, personnel, and administrative management services, budget administration, management studies, manpower utilization, management review and improvement, and coordination of the planning-programming-budgeting and emergency mobilization functions of the agency.

Office of Administrative Services. Provides centralized administrative services for GSA and furnishes printing, duplicating, and publications services for GSA and other agencies.

Office of Budget. Provides policy direction and coordinates all budget administration activities of the agency.

Office of Finance. Establishes and maintains the agency's accounting systems and financial reports; determines the financial responsibility of contractors with GSA and approves the extension of credit; services the financial and insurance provisions of contracts; oversees the expenditure and collection of agency funds; maintains a world inventory of real property owned or leased by the Federal Government; and assists other agencies in the development of property accounting systems.

Office of Personnel. Directs and coordinates the agency's personnel management and internal training and coordinates the provision by GSA of interagency training related to GSA's functions.

OFFICE OF AUDITS AND COMPLIANCE

This Office, under the immediate direction of the Deputy Administrator, conducts internal and contract audits, inspections, and investigations of GSA activities, including equal employment opportunity compliance by both contractors and the agency as an employer, and conducts the agency's physical and personnel security program.

OFFICE OF GENERAL COUNSEL

This Office provides legal counsel to the Administrator and other agency officials, performs all legal services in connection with the agency's activities, and is responsible for the planning, development, and administration of the Federal Procurement Regulations System and General Services Administration Procurement Regulations (Chapters 1 and 5 of Title 41 CFR), and for monitoring development of the Federal Property Management Regulations (Chapter 101 of Title 41 CFR).

FEDERAL SUPPLY SERVICE

Creation and authority. The Federal Supply Service was established December 11, 1949, by the Administrator of General Services to supersede the Bureau of Federal Supply of the Department of the Treasury which was abolished by the Federal Property and Administrative Services Act of 1949.

Purpose. The Federal Supply Service procures personal property and nonpersonal services for Federal agencies, stores and distributes supplies, and regulates the supply functions performed by other agencies. It promulgates Federal Specifications and Standards, maintains the Federal Catalog System, and administers GSA's internal automatic data processing support operations and the Government-wide ADP resources management program.

Program Management Office. Performs budgetary services, manages financial resources, evaluates program performance, coordinates program planning, and performs special studies for the Commissioner, FSS.

Office of Automated Data Management Services. Provides for the economic and efficient purchase, lease, maintenance, operation, and utilization of automatic data processing equipment by Federal departments and agencies. Operates Federal Data Processing Centers, which provide data processing services to GSA and other Federal departments and agencies.

Office of National Supply Policies and Programs. Directs and coordinates supply management activities, including the integrated national supply system for the Federal Government. Develops supply management policies and procedures.

Office of Procurement. Directs procurement programs, including determination of method of supply.

Office of Standards and Quality Control. Directs the Federal Specifications and Standards and FSS Quality Control Programs. Maintains the civil agency portion of the Federal Catalog System.

Office of Supply Control. Develops and executes programs for commodity man-

agement, inventory management, and order processing and control; develops and controls FSS supply data systems.

Office of Supply Distribution. Manages a nationwide depot system for the storage and distribution of supplies to all Federal agencies.

Regulations. Regulations of the Federal Supply Service are published in the Code of Federal Regulations in Title 41, Chapters 5A and 101, Subchapter E. Availability of this material is outlined under general regulations stated above.

PROPERTY MANAGEMENT AND DISPOSAL SERVICE

Creation and authority. The Property Management and Disposal Service was established on July 29, 1966, by the Administrator of General Services. Transferred to the Service were functions formerly assigned to the Defense Materials Service and the Utilization and Disposal Service.

Purpose. The Property Management and Disposal Service acquires, stores, and otherwise manages inventories of materials essential for military and industrial use in times of national emergency, and disposes of such materials when they are no longer needed; supports the Department of Defense and the Department of Health, Education, and Welfare in the management of civil defense emergency programs; supports the Department of Defense in the administration of the National Industrial Equipment Reserve program; aids in expansion and maintenance of production of industrial raw materials; provides technical advice and assistance to the Department of Agriculture in connection with its barter programs; and administers the lead-zinc stabilization program. It promotes the utilization of real and personal property and the transfer of excess property among Federal agencies; provides for the maintenance, repair, rehabilitation, and reclamation of personal property; and disposes of real and personal property surplus to the needs of the Federal Government by donation, sale, or other means.

Office of Personal Property Disposal. Manages and regulates programs to obtain maximum utilization and minimize new procurement of personal property by all Federal agencies through maintenance, repair, rehabilitation, reclamation, and transfer within or among agencies. Disposes of surplus personal property by donation for educational, health, civil defense, and public airport purposes, or by sale. Sells strategic and critical materials excess to stockpile requirements.

Office of Program Support. Provides the Service with administrative and budget support. Conducts program planning and analysis and centralized reporting and information systems. Furnishes advice on materials technology and economic and marketing conditions. Coordinates and develops regulations governing all executive agencies in matters pertaining to programs of the Service. Develops the Service's position on legislative proposals affecting the Service.

Office of Property Management. Manages Service programs for the receipt, storage, quality control, maintenance, and distribution of strategic and critical materials, civil defense and medical supplies, and equipment in the National Industrial Equipment Reserve. Manages programs to acquire, rotate, and upgrade strategic materials. Administers the program to stabilize lead and zinc mining by small domestic producers.

Office of Real Property Disposal. Administers programs to promote and effect the utilization by Federal agencies of excess real property and to dispose of surplus real property, including the management of real property pending its disposition.

Regulations. Regulations for the Property Management and Disposal Service are published in the Code of Federal Regulations in Title 41, Chapters 5C and 101, Subchapters C and H. Availability of this material is outlined under general regulations stated above.

PUBLIC BUILDINGS SERVICE

Creation and authority. The Public Buildings Service was established December 11, 1949, by the Administrator of General Services, to supersede the Public Buildings Administration which was abolished by the Federal Property and Administrative Services Act of 1949.

Purpose. The Public Buildings Service is responsible for the design, construction, and management of federally owned and leased buildings, and the acquisition, utilization, and custody of GSA real and related personal property.

Program Management Office. Provides staff support in policy development, program planning and analysis, and real property management.

Office of Buildings Management. Manages, operates, maintains, and protects public buildings and related real and personal property. Tests and evaluates materials and equipment to improve building design and operation. Conducts GSA's safety program.

Office of Design and Construction. Oversees the design, construction, extension, and remodeling of public buildings. Provides architectural, engineering, construction contracting, and construction supervision services to other agencies as requested.

Office of Space Management. Determines Federal agency space requirements and recommends means for fulfilling them. Purchases and leases real property. Develops and promotes the application of standards to attain maximum utilization of space. Assigns space to Federal agencies and provides space layout services.

Regulations. Regulations of the Public Building Service are published in the Code of Federal Regulations in Title 41, Chapters 5B and 101, Subchapter D. Availability of this material is outlined under general regulations stated above.

TRANSPORTATION AND COMMUNICATIONS SERVICE

Creation and Authority. The Administrator of General Services established

the Transportation and Communications Service October 19, 1961, by renaming the former Transportation and Public Utilities Service and assigning to it the motor equipment operation and management functions of the Federal Supply Service, and the communications functions of the Office of Telecommunications and the Public Buildings Service.

Purpose. The Transportation and Communications Service is responsible for procuring for and/or promoting the economical use of transportation, motor equipment, public utilities, and communication services by executive agencies.

Program Management Office. Provides staff services in program planning and evaluation, budget, and administrative services.

Office of Motor Equipment. Manages programs for the operation and maintenance of automotive and other motorized equipment and the operation of interagency motor pools. Provides motor equipment management services to Federal agencies. Studies Federal motor equipment operations and recommends improved policies, procedures, and regulations.

Office of Telecommunications Engineering and Requirements. Evaluates the requirements of civil executive agencies for communications services. Provides specifications for communication system changes. Conducts research in communication equipment and network. Evaluates the engineering sufficiency of proposals by carriers and equipment suppliers to carry out system changes or develop new systems. Provides engineering advice to other agencies on the installation of communication facilities.

Office of Telecommunications Operations. Exercises operational control over the Federal Telecommunications System and maintains liaison with carriers concerning its operation. Studies communication traffic and operations, and develops operating procedures and standards. Provides operating assistance and training programs for civil executive agencies. Coordinates communications security requirements with the National Security Agency.

Office of Utilities and Communications Management. Develops policies, regulations, procedures, and standards for the procurement and utilization of utilities and communication services by civil executive agencies. Negotiates for utility and communications services and procures circuits. Advises agencies on utility rates, tariffs, and schedules and provides technical representation on these matters in hearings of regulatory bodies. Develops training programs in communications and utilities management. Conducts surveys of agencies' utilities and communications management. Administers cost forecasting and control systems for the FTS. Maintains liaison with the communications industry.

Office of Transportation. Provides traffic management services for civil ex-

ecutive agencies; represents such agencies in negotiations with carriers and in hearings of regulatory bodies; and develops policies, procedures, and regulations for the procurement and utilization of transportation services by the civil executive agencies.

Regulations. The regulations for the Transportation and Communications Service are published in the Code of Federal Regulations in Title 41, Chapters 5D and 101, Subchapters F and G. Availability of this material is outlined under general regulations stated above.

NATIONAL ARCHIVES AND RECORDS SERVICE

Creation and Authority. The National Archives and Records Service, under the direction of the Archivist of the United States, was established on December 11, 1949, by the Administrator of General Services to succeed the National Archives Establishment originally established by act of June 19, 1934 (48 Stat. 1122).

Purpose. The National Archives and Records Service selects, preserves, and makes available to the Government and the public the permanently valuable non-current records of the Federal Government. It promotes improved records management and paperwork practices in Federal agencies. It publishes those laws, constitutional amendments, Presidential documents, and administrative regulations having general applicability and legal effect, and administers the Presidential libraries.

Office of Administration and Technical Services. Provides special support programs for NARS, including the planning-programing-budgeting system, document preservation and reproduction, and the application of automation to archival administration. Operates a library containing materials on American history, Government organization, archival science, and records management. Sells to the public printed and microfilm publications, including facsimile reproductions of historic documents. Provides information about, and sells copies of, agencies' audiovisual materials.

Office of the National Archives. Preserves records of permanent value, arranges the records and publishes guides to them, makes them available for use, and exhibits those of historical significance and timely interest. Selects historic documents for reproduction in facsimile and important research materials for reproduction on microfilm.

Office of Presidential Libraries. Administers the Presidential libraries—Herbert Hoover Library, Franklin D. Roosevelt Library, Harry S. Truman Library, Dwight D. Eisenhower Library, John F. Kennedy Library, and Lyndon B. Johnson Library. The libraries preserve, describe, and render reference service on Presidential papers and collections; acquire related historical materials, prepare documentary and descriptive publications; and display exhibits of historic documents and museum items.

Office of Records Management. Administers the system of Federal records centers which store and service both non-current and historically valuable Federal records. Develops methods and standards for the management of forms, letters, reports, directives, and other paperwork. Conducts research in the application of automatic data processing to Federal records. Evaluates the recordmaking and recordkeeping practices of Federal agencies and assists them in automation, protection of vital records, and other paperwork problems.

Office of the Federal Register. Files, makes available for public inspection, and publishes in the daily *Federal Register*, Presidential proclamations and Executive orders, Federal administrative regulations, orders, and notices affecting a class of the public or describing the organization, practices, and procedures of Federal agencies. Publishes the Code of Federal Regulations, a codification of regulatory documents; the U.S. Government Organization Manual containing descriptions of the organization and functions of the Government; the Public Papers of the Presidents of the United States, annual volumes containing the text of most public messages and statements of the Presidents; and the Weekly Compilation of Presidential Documents, containing the text of White House releases. Also publishes constitutional amendments and acts of Congress in slip form and in the United States Statutes at Large, carries out the procedures for the certification of constitutional amendments, Presidential electors, and electoral votes cast for President and Vice President. Assists agencies in their rule-making and rule-drafting activities. Maintains an information service covering the foregoing documents, publications, and procedures.

Regulations. Regulations of the National Archives and Records Service are published in the Code of Federal Regulations in Title 41, Chapter 101, Subchapter B, and Chapter 105. Availability of this material is outlined under general regulations stated above.

REGIONAL OFFICES

Regional offices are established in 10 cities throughout the United States. Within its area of jurisdiction, each regional office is responsible for executing the General Services Administration programs with respect to the procurement and supply of personal property and management of federally owned and leased space and property, the utilization of available real and personal property, and, except for Region 3, records management. The organization plan established for each regional office provides for completely integrated operations and parallels the pattern established for the Central Office. Operating authorities and responsibilities have been delegated to the Regional Administrators, with the exception of several special activities.

REGIONAL OFFICES—GENERAL SERVICES ADMINISTRATION

Region	Address
No. 1. Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont.	620 Post Office and Courthouse, Boston, Mass. 02109. Area code 617-223-2601.
No. 2. Delaware, New Jersey, New York, Pennsylvania, Puerto Rico, the Virgin Islands.	26 Federal Plaza, New York, N.Y. 10007. Area code 212-264-2600.
No. 3. District of Columbia, Maryland, Virginia, West Virginia.	Seventh and D Streets SW., Washington, D.C. 20407. Area code 202-963-6146.
No. 4. Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, Tennessee.	1776 Peachtree Street NW., Atlanta, Ga. 30309. Area code 404-526-5600.
No. 5. Illinois, Indiana, Kentucky, Michigan, Ohio, Wisconsin.	219 South Dearborn Street, Chicago, Ill. 60604. Area code 312-353-5395.
No. 6. Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota.	1500 East Bannister Road, Kansas City, Mo. 64131. Area code 816-361-7201.
No. 7. Arkansas, Louisiana, Oklahoma, Texas.	819 Taylor Street, Fort Worth, Tex. 76102. Area code 817-334-2321.
No. 8. Arizona, Colorado, New Mexico, Utah, Wyoming.	Building 41, Denver Federal Center, Denver, Colo. 80225. Area code 303-233-8525.
No. 9. California, Hawaii, Nevada.	49 Fourth Street, San Francisco, Calif. 94103. Area code 415-556-3221.
No. 10. Alaska, Idaho, Montana, Oregon, Washington.	GSA Center, Auburn, Wash. 98002. Area code 206-833-5223.

Dated: June 12, 1969.

ROBERT L. KUNZIG,
Administrator of General Services.

[F.R. Doc. 69-7245; Filed, June 18, 1969; 8:46 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 1-3909]

BSF CO.

Order Suspending Trading

JUNE 13, 1969.

The capital stock (66 $\frac{2}{3}$ cents par value) and the 5 $\frac{1}{4}$ percent convertible subordinated debentures due 1969 of BSF Co. being listed and registered on the American Stock Exchange, and such capital stock being listed and registered on the Philadelphia-Baltimore-Washington Stock Exchange pursuant to provisions of the Securities Exchange Act of 1934; and all other securities of BSF Co. being traded otherwise than on a national securities exchange; 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 the said capital stock on such exchanges and in the debentures on the American Stock Exchange, and trading otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period June 14, 1969, through June 23, 1969, both dates inclusive.

By the Commission.

[SEAL]

ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-7229; Filed, June 18, 1969; 8:45 a.m.]

[812-2167]

BERKSHIRE INDUSTRIES, INC.

Notice of and Order Reconvening Hearing To Adduce Additional Evidence on Application for Exemptive Order

JUNE 12, 1969.

On October 25, 1967, the Commission issued a notice of filing and order for hearing on an application filed by Berkshire Industries, Inc. ("Berkshire"), 360 Lexington Avenue, New York, N.Y., pursuant to section 17(b) of the Act for an order of the Commission exempting the proposed merger of Berkshire and American-Hawaiian Steamship Co. ("American") a management closed-end investment company registered under the Act from the provisions of section 17(a) of the Act (Investment Company Act Release No. 5148). Hearings were held and concluded. Under the post-hearing procedure, an initial decision of the hearing examiner was waived and the Division of Corporate Regulation was permitted to assist the Commission in the preparation of its decision. Briefs were submitted and the Commission heard oral argument on November 12, 1968.

On April 8, 1969, Berkshire filed an application for leave to adduce additional evidence with respect to the following events which have occurred subsequent to the close of the hearings:

A. Negotiations concerning a joint venture involving American and The Prudential Insurance Company of America ("Prudential") providing for ownership by each of the joint venturers of a 50 percent interest in the property known as Westlake Village, Calif.

B. The sale by American to R. J. Reynolds Tobacco Co. of 1 million shares of A Common Stock of McLean Industries, Inc., for \$50 a share in cash.

C. Developments affecting the value of the interest of American in Burlington House, an office building on the Avenue of the Americas in New York City, including leases, signed or negotiated, at rentals in excess of those previously projected.

D. The completion of an unaudited balance sheet for American as of December 31, 1968, with information indicating, among other things, operating results of Journapak Corp. for the year ended December 31, 1968, and the sale of certain portfolio securities.

E. The actual and estimated tax liabilities of American, including those arising from the sale by American of portfolio securities and the transaction between American and Prudential.

It appearing to the Commission that such additional evidence is material and that there were reasonable grounds for failure to adduce such evidence at the hearing and that the aforementioned application to adduce such evidence should be granted, and that the hearing should be reconvened:

It is ordered, That the hearing in the above matter be reconvened under the applicable provisions of the Act and of the rules of the Commission on the 4th day of August 1969, at 10 a.m. in the offices of the Securities and Exchange Commission, 500 North Capitol Street NW., Washington, D.C. 20549. At such time, the Hearing Room Clerk will advise as to the room in which such reconvened hearing will be held. Any person desiring to be heard or otherwise wishing to participate in this proceeding is directed to file with the Secretary of the Commission his application as provided by Rule 9(c) of the Commission's rules of practice, on or before the date provided in the rule, setting forth any issues of law or fact which he desires to controvert or any additional issues which he deems raised by this notice and order or by such application. Persons filing an application to participate or be heard will receive notice of any adjournment of the hearing as well as other actions of the Commission involving the subject matter of these proceedings.

It is further ordered, That Warren E. Blair or any other officer or officers of the Commission designated by it for that purpose, shall preside at said hearing. The officer so designated is hereby authorized to exercise all the powers granted to the Commission under sections 41 and 42(b) of the Investment Company Act of 1940 and to a hearing officer under the Commission's rules of practice.

The Division of Corporate Regulation having advised the Commission that it has made a preliminary examination of the proceedings herein, including the application to adduce additional evidence, and that upon the basis thereof, the following matters are presented for consideration without prejudice to its specifying additional matters upon further examination.

(1) Whether the terms of the proposed transaction, including the consideration to be paid or received, are reasonable and fair and do not involve overreaching on the part of any person concerned;

(2) Whether the proposed transaction is consistent with the policy of the registered investment company as recited in its registration statement and reports filed under the Act, and

(3) Whether the proposed transaction is consistent with the general purposes of the Act.

It is further ordered, That at the aforesaid reconvened hearing, attention should be given to the foregoing matters.

It is further ordered, That the Secretary of the Commission shall give notice of the aforesaid by mailing a copy of this notice and order by certified mail to Berkshire and its counsel and to all persons granted the right to be heard and participate in the above matter and that notice to all other persons be given by publication of this notice and order in the FEDERAL REGISTER, and that a general release of this Commission in respect of this notice and order be distributed to the press and mailed to the mailing list for release.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-7228; Filed, June 18, 1969;
8:45 a.m.]

CAPITOL HOLDING CORP. Order Suspending Trading

JUNE 13, 1969.

It appearing to the Securities and Exchange Commission that the summary suspension of trading otherwise than on a national securities exchange in the common stock and all other securities of Capitol Holding Corp. 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 June 14, 1969, through June 23, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-7230; Filed, June 18, 1969;
8:45 a.m.]

[File No. 2-9819]

STANDARD OIL CO. (INDIANA) Notice of Application and Opportunity for Hearing

JUNE 13, 1969.

Notice is hereby given that Standard Oil Company of Indiana (the "Company") has filed an application under clause (i) of the section 310(b) (1) of the Trust Indenture Act of 1939 (the "Act") for a finding that the trusteeship

of Continental Illinois National Bank and Trust Company of Chicago ("Continental Bank") under an indenture heretofore qualified under the Act, and a new indenture not qualified under the Act, is not so likely to involve a material conflict of interest as to make it necessary in the public interest or for the protection of investors to disqualify Continental Bank from acting as Trustee under either of the indentures.

Section 310(b) of the Act provides in part that if a trustee under an indenture qualified under the Act has or shall acquire any conflicting interest, it shall within 90 days after ascertaining that it has such conflicting interest, either eliminate such conflicting interest or resign. Subsection (1) of such section provides, in effect, with certain exceptions, that a trustee under a qualified indenture shall be deemed to have a conflicting interest if such trustee is trustee under another indenture under which any other securities of the issuer are outstanding. However, under clause (ii) of subsection (1) there may be excluded from the operation of this provision another indenture under which other securities of the issuer are outstanding, if the issuer shall have sustained the burden of proving, on application to the Commission and after opportunity for hearing thereon, that trusteeship under the qualified indenture and such other indenture is not so likely to involve a material conflict of interest as to make it necessary in the public interest or for the protection of investors to disqualify such trustee from acting as trustee under either of said indentures.

The Company alleges that:

(1) As of May 12, 1969 it had outstanding \$1,799,300 principal amount of its 30-year 3½ percent Debentures due October 1, 1982 (the "1952 Debentures") issued under an indenture dated as of October 1, 1952 between the Company and Continental Bank (the "1952 Indenture") and qualified under the Act;

(2) Its wholly owned subsidiary, Amoco International Finance Corp. ("Amoco"), a Delaware corporation, proposes to issue and sell \$50 million principal amount of its 5½ percent Convertible Guaranteed Debentures due 1984 (the "New Debentures") pursuant to an indenture dated as of May 15, 1969 executed by Amoco, the Company and Continental Bank (the "New Indenture"). The New Debentures will be unconditionally guaranteed by the Company and will be sold exclusively outside the United States;

(3) The 1952 Indenture and the New Indenture are wholly unsecured and the Company is not in default under the 1952 Indenture. The Company's liability as obligor under the 1952 Indenture and its liability as guarantor under the New Indenture will rank equally, without priority or preference of one over the other;

(4) Except as to the differences as to amounts, dates, interest rates, redemption, conversion privileges and other procedural differences, and except for provisions pertaining to the Trust Indenture Act, as contained in the 1952 Indenture,

most of the provisions of the two indentures are substantially alike.

The Company has waived notice of hearing, hearing and any and all rights to specify procedures under the rules of practice of the Securities and Exchange Commission with respect to this application.

For a more detailed statement of the matters of fact and law asserted, all persons are referred to said application, which is a public document on file in the offices of the Commission at 500 North Capital Street NW., Washington, D.C. 20549.

Notice is further given that any interested person may, not later than July 8, 1969 request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by such application which he desires to controvert, or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. At any time after said date, the Commission may issue an order granting the application, upon such terms and conditions as the Commission may deem necessary or appropriate in the public interest and the interest of investors, unless a hearing is ordered by the Commission.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-7231; Filed, June 18, 1969;
8:45 a.m.]

TELSTAR, INC.

Order Suspending Trading

JUNE 13, 1969.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock and all other securities of Telstar, Inc., being traded 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 June 14, 1969, through June 23, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-7232; Filed, June 18, 1969;
8:46 a.m.]

UNITED AUSTRALIAN OIL, INC.

Order Suspending Trading

JUNE 13, 1969.

It appearing to the Securities and Exchange Commission that the summary

suspension of trading in the common stock of United Australian Oil, Inc., Dallas, Tex., and all other securities of United Australian Oil, Inc. being traded 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 June 15, 1969, through June 24, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBois,
Secretary.

[F.R. Doc. 69-7233; Filed, June 18, 1969;
8:46 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 1305]

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

JUNE 13, 1969.

The following applications are governed by Special Rule 1.247¹ of the Commission's general rules of practice (49 CFR, as amended), published in the FEDERAL REGISTER issue of April 20, 1966, effective May 20, 1966. 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 § 1.247(d) (3) of the rules of practice which requires that it set forth specifically the grounds upon which it is made, contain a detailed statement of protestant's interest in the proceeding (including a copy of the specific portions of its authority which protestant believes to be in conflict with that sought in the application, and describing in detail the method—whether by joinder, interline, or other means—by which protestant would use such authority to provide all or part of the service proposed), and shall 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 one copy of the protests 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 requests shall meet the requirements of § 1.247(d) (4) of the special rules, and shall include the certification required therein.

Section 1.247(f) of the Commission's rules of practice further provides that each applicant shall, if protests to its application have been filed, and within 60 days of the date of this publication, notify the Commission in writing (1) that it is ready to proceed and prosecute the application, or (2) that it wishes to withdraw the application, failure in which the application will be dismissed by the Commission.

Further processing steps (whether modified procedure, oral hearing, or other procedures) will be determined generally in accordance with the Commission's General Policy Statement Concerning Motor Carrier Licensing Procedures, published in the FEDERAL REGISTER issue of May 3, 1966. This assignment 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 637 (Sub-No. 6), filed May 28, 1969. Applicant: AJAX TRANSPORT, INC., 2016 California Crossing Road, Mailing: Box 20337, Dallas, Tex. 75220. Applicant's representative: Joe G. Fender, 802 Houston First Savings Building, Houston, Tex. 77002. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: General commodities (except those of unusual value, household goods as defined by the Commission, and commodities in bulk), including classes A and B explosives, and commodities, the transportation of which, because of their size or weight, requires the use of special equipment, when moving on U.S. Government bills of lading, between military installations and Department of Defense establishments located in Arizona, Arkansas, California, Colorado, Idaho, Illinois, Iowa, Kansas, Louisiana, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Mexico, Oklahoma, South Dakota, Texas, Utah, and Wyoming and (b) between points in (a) above, on the one hand, and, on the other, points in Arizona, Arkansas, California, Colorado, Idaho, Illinois, Iowa, Kansas, Louisiana, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Mexico, Oklahoma, South Dakota, Texas, Utah, and Wyoming. NOTE: Applicant states it presently holds size and weight authority between an area in north Texas, Oklahoma, and Colorado. Applicant further states it does not intend to tack, and is apparently

willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Dallas or Houston, Tex.

No. MC 2228 (Sub-No. 56), filed May 27, 1969. Applicant: MERCHANTS FAST MOTOR LINES, INC., East U.S. Highway 80, Post Office Drawer 270, Abilene, Tex. 79604. Applicant's representative: Reagan Sayers, Century Life Building, Post Office Drawer 17007, Fort Worth, Tex. 76102. 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, commodities in bulk, and commodities requiring special equipment), between the junction of Texas Highway 288 and Farm to Market Road 2004, and the junction of Farm to Market Road 2004 and Farm to Market Road 2917 (Brazoria County Road 194); the entrance to Monsanto Chemical Co. plant-site, from the junction of Texas Highway 288 and Farm to Market Road 2004 over Farm to Market Road 2004 to junction Farm to Market Road 2917, thence northwesterly approximately 2 miles over Farm to Market Road 2917 to the plant-site of Monsanto Chemical Co., serving the termini and all intermediate points, and the plant-site of Monsanto Chemical Co. and Amoco Chemical Corp. as off-route points. NOTE: If a hearing is deemed necessary, applicant requests it be held at Fort Worth, Tex.

No. MC 2860 (Sub-No. 56), filed May 27, 1969. Applicant: NATIONAL FREIGHT, INC., 57 West Park Avenue, Vineland, N.J. 08360. Applicant's representative: David Skilowitz (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: General commodities (except commodities in bulk and household goods), (a) between U.S. Military Installations of Department of Defense Establishments in the United States, except Alaska, Arizona, California, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming, and (b) between points in (a) above on the one hand, and, on the other, points in the United States except Alaska, Arizona, California, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming. NOTE: Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa., or Washington, D.C.

No. MC 2900 (Sub-No. 173), filed May 19, 1969. Applicant: RYDER TRUCK LINES, INC., 2050 Kings Road, Jacksonville, Fla. 32203. Applicant's representative: Larry D. Knox (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities, except commodities in bulk, household goods as defined by the Commission classes A and

¹ Copies of Special Rule 1.247 (as amended) can be obtained by writing to the Secretary, Interstate Commerce Commission, Washington, D.C. 20423.

B explosives, and commodities requiring special equipment, between junction Interstate Highway 81 and U.S. Highway 22 near Harrisburg, Pa., and Houston, Tex., from Houston, Tex., over U.S. Highway 59 to junction U.S. Highways 59 and 96, thence over U.S. Highway 84 to Logansport, La., thence over Louisiana Highway 5 to junction U.S. Highway 171 and Louisiana 5, thence over U.S. Highway 171 to junction U.S. Highways 171 and 71 (serving this junction for joinder only), thence over U.S. Highway 80 to junction U.S. Highways 79 and 80, thence over U.S. Highway 79 to Homer, La., thence over Louisiana Highway 9 to junction U.S. Highway 167 and Louisiana Highway 9, thence over U.S. Highway 167 to Thornton, Ark., thence over U.S. Highway 79 to junction U.S. Highways 78 and 79 (serving this junction for joinder only), thence over Interstate Highway 40 to junction U.S. Highway 31W and Interstate Highway 40 (serving this junction for joinder only), thence over Interstate Highway 40 to junction U.S. Highway 11W and Interstate Highway 40 (serving this junction for joinder only), thence over U.S. Highways 11 and 11W (also Interstate Highway 81 where completed) to junction Interstate Highways 581 and 81 (serving this junction for joinder only), thence over U.S. Highway 11 (also Interstate Highway 81 where completed) to junction U.S. Highway 40 and Interstate Highway 81 (serving this junction for joinder only), thence over Interstate Highway 81 to junction Pennsylvania Highway 16 and Interstate Highway 81 (serving this junction for joinder only), thence over Interstate Highway 81 to junction U.S. Highway 30 and Interstate Highway 81 (serving this junction for joinder only), thence over Interstate Highway 81 to junction Interstate Highway 81 and U.S. Highway 22 (serving this junction for joinder only), and return over the same route as an alternate route for operating convenience only, serving no intermediate points, and serving the junctions specified above for joinder purposes only. Restrictions: (1) Restricted against local and interline traffic between Memphis, Tenn., and its commercial zone on the one hand, and, on the other, Shreveport, La., and Houston, Tex., and their commercial zones. (2) Restricted against local and interline traffic between Houston, Tex., and its commercial zone on the one hand, and, on the other, Shreveport, La., and its commercial zone. Note: Applicant has regular route authority between junction Interstate Highway 81 and U.S. Highway 22 and New York, N.Y., over U.S. Highway 22. If a hearing is deemed necessary, applicant requests it be held at Jacksonville, Fla., Atlanta, Ga., or Washington, D.C.

No. MC 5470 (Sub-No. 55), filed May 26, 1969. Applicant: TAJON, INC., Rural Delivery No. 5, Mercer, Pa. 16137. Applicant's representative: Donald E. Cross, 917 Munsey Building, Washington, D.C. 20004. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Alloys, scrap metal, pig iron, ores, and sili-*

con metals, in dump vehicles, between Niagara Falls, N.Y., Pittsburgh, Pa., Alloy, W. Va., and points in Ohio, on the one hand, and, on the other, points in the States of Arkansas, Alabama, Florida, Georgia, Louisiana, Mississippi, Missouri, Tennessee, and Wisconsin. Note: Applicant states it intends to tack with existing authority held in MC 5470 and Sub-Nos. 28, 29, and 35, wherein it operates in Pennsylvania, Ohio, and Michigan. If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa., or Washington, D.C.

No. MC 14903 (Sub-No. 3), filed May 22, 1969. Applicant: FRY'S HORSE TRANSPORTATION, INC., 3740 Elm Street, Grove City, Ohio 43123. Applicant's representative: A. Charles Tell, 100 East Broad Street, Columbus, Ohio 43215. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Livestock*, other than ordinary livestock, and, in connection therewith, *personal effects of attendants, supplies, and equipment, including mascots*, used in the care and/or exhibition of such animals; (1) between points in Delaware, Georgia, Maine, Massachusetts, North Carolina, South Carolina, Virginia, and Vermont; (2) between points in Delaware, Georgia, Maine, Massachusetts, North Carolina, South Carolina, Virginia, and Vermont on the one hand, and, on the other, points in Arkansas, Connecticut, Florida, Illinois, Indiana, Kentucky, Louisiana, Maryland, Michigan, Nebraska, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, Rhode Island, Tennessee, Texas, and West Virginia. Note: Applicant states it does not intend to tack, and apparently is willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 16965 (Sub-No. 2), filed May 26, 1969. Applicant: ROBERT E. FRANKLIN, doing business as FRANKLIN TRUCKING COMPANY, Post Office Box 412, Hartford City, Ind. 47348. Applicant's representative: Henry A. Dillon, Post Office Box 2246, Muncie, Ind. 47304. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) *Glass containers and closures therefor*, from the plantsite of Ball Brothers Co., Inc., at Mundelein, Ill., to points in Indiana, Kentucky, Ohio, and the Lower Peninsula of Michigan; (2) *Tin plate* from the plantsite of Caspers Tin Plate Co. (a subsidiary of Ball Brothers Co., Inc.) at Chicago, Ill., to points in Indiana, Ohio, and the Lower Peninsula of Michigan, under contract with Ball Brothers Co., Inc., and Caspers Tin Plate Co. (a subsidiary of Ball Brothers Co., Inc.). Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Indianapolis, Ind.

No. MC 17226 (Sub-No. 36), filed May 25, 1969. Applicant: FRUIT BELT MOTOR SERVICE, INC., 7626 West Madison Street, Forest Park, Ill. 60130. Applicant's representative: Eugene L. Cohn, 1 North La Salle Street, Chicago,

Ill. 60602. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Machines, machinery, appliances, parts, equipment, materials, and supplies and accessories*, between Alsip, Ill., and points in Lake County, Ind., under a continuing contract, or contracts with Whirlpool Corp. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 21242 (Sub-No. 4), filed May 22, 1969. Applicant: GENSER TRUCKING CO., INC., 1150 Longwood Avenue, Bronx, N.Y. 10474. Applicant's representative: William D. Traub, 10 East 40th Street, New York, N.Y. 10016. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities*, in containers or trailers having a prior or subsequent movement by water in interstate or foreign commerce, between points in the New York, N.Y., commercial zone. Note: Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 25798 (Sub-No. 190), filed May 23, 1969. Applicant: CLAY HYDER TRUCKING LINES, INC., 502 East Bridgers Avenue, Post Office Box 1186, Auburndale, Fla. 33823. Applicant's representative: Tony G. Russell (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products and meat by-products and articles* distributed by meat packinghouses, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk, in tank vehicles), from the plantsite or storage facilities used by National Beef Packing Co. at/or near Liberal, Kans., to points in Alabama, Florida, Georgia, North Carolina, and South Carolina, restricted to traffic originating at the plantsite or storage facilities of National Beef Packing Co. Note: Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 29130 (Sub-No. 101), filed May 19, 1969. Applicant: THE ROCK ISLAND MOTOR TRANSIT COMPANY, a corporation, 2744 Southeast Market Street, Post Office Box 1355, Des Moines, Iowa 50305. Applicant's representative: George M. Mariner, 139 West Van Buren Street, Chicago, Ill. 60605. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, nitroglycerine, 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 Montgomery Elevator Co. located in Illinois

approximately 5 miles east of junction U.S. Highways 6 and 150 in Henry County as an off-route point in connection with applicant's authorized regular route operations to and from Moline, Ill. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Moline, Ill., or Des Moines, Iowa.

No. MC 31600 (Sub-No. 643), filed May 23, 1969. Applicant: P. B. MUTRIE MOTOR TRANSPORTATION, INC., Calvary Street, Waltham, Mass. 02154. Applicant's representative: Harry C. Ames, Jr., Suite 705, 666 11th Street NW., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Clay*, dry in bulk, from Paulsboro, N.J., to Philadelphia, Pa., and points in Michigan and Ohio. **NOTE:** Applicant states that the authority pending under its Sub 639 for clay, from Paulsboro, N.J., to Alma, Mich., will be amended to delete that portion. Applicant further states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Washington, D.C.

No. MC 36531 (Sub-No. 4), filed May 26, 1969. Applicant: MAIN TRUCKING COMPANY, a corporation, 52 Rainbow Avenue, Sunbury, Ohio 43074. Applicant's representative: Herbert Baker and James R. Stiverson, 50 West Broad Street, Columbus, Ohio 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime*, (1) from points in Delaware County, Ohio, to points in Kentucky, and (2) from points in Franklin County, Ohio, to points in Indiana, Kentucky, Michigan, Pennsylvania, and West Virginia. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 42343 (Sub-No. 17), filed May 28, 1969. Applicant: MACHISE EXPRESS COMPANY, INC., 500 Egg Harbor Road, Hammonton, N.J. 08037. 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: *Petroleum products*, in bulk, in tank vehicles, from Duck Island, N.J., to Pendell, Pa. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa., or New York, N.Y.

No. MC 42487 (Sub-No. 713) (Clarification), filed April 16, 1969, published in the *FEDERAL REGISTER* issue of May 15, 1969, and republished as clarified this issue. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif. 94025. Applicant's representative: V. R. Oldenburg, Post Office Box 5138, Chicago, Ill. 60680. 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, livestock and assembled automobiles), (1) between Ames, Iowa, and Minneapolis, Minn., from Ames over U.S. Highway 69 to junction U.S. Highway 65 at or near Albert Lea, Minn., thence over U.S. Highway 65 to Minneapolis, and return over the same route, as an alternate for operating convenience only, in connection with applicant's regular-route operations, serving no intermediate points, and (2) between Kansas City, Mo., and Minneapolis, Minn., over Interstate Highway 35, as an alternate route for operating convenience only, in connection with applicant's regular-route operations, serving no intermediate points, restricted to the transportation of traffic moving between Kansas City, Mo., and Minneapolis, Minn., and points beyond either, or both, of these points. **NOTE:** The purpose of this republication is to reflect (1) as an alternate route in lieu of regular route as previously published. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., St. Louis, Mo., or Washington, D.C.

No. MC 52458 (Sub-No. 219), filed May 23, 1969. Applicant: T. I. McCORMACK TRUCKING COMPANY, INC., Post Office Box 1047, 4107 Bells Lane, Louisville, Ky. 40201. Applicant's representative: Harris G. Andrews (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Process clay*, in bulk, from Paulsboro, N.J., to Philadelphia, Pa.; and points in Delaware, Michigan, and Ohio. **NOTE:** Applicant states it would tack with any appropriate authorities now held. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 56388 (Sub-No. 32), filed May 23, 1969. Applicant: HAHN TRANSPORTATION, INC., New Market, Md. 21774. Applicant's representative: Francis J. Ortman, 1700 Pennsylvania Avenue NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Limestone and limestone products*, from Frederick and Woodsboro, Md., to points in Virginia in and west of Rockingham, Augusta, Nelson, Amherst, Campbell, and Pittsylvania Counties. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 59367 (Sub-No. 68), filed May 28, 1969. Applicant: DECKER TRUCK LINE, INC., Post Office Box 915, Fort Dodge, Iowa 50501. Applicant's representative: William A. Landau, 1451 East Grand Avenue, Des Moines, Iowa 50306. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Solid*

fiber shipping containers, paper, and paper products, from Menasha, Wis., to Denison and Oakland, Iowa. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 61231 (Sub-No. 45), filed May 26, 1969. Applicant: ACE-ALKIRE FREIGHT LINES, INC., 4143 East 43d Street, Des Moines, Iowa 50317. Applicant's representative: William A. Landau, 1451 East Grand Avenue, Des Moines, Iowa 50306. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from points in Pennington County, S. Dak., to points in Illinois, Iowa, Kansas, Minnesota, Missouri, and Nebraska. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 67450 (Sub-No. 32), filed May 29, 1969. Applicant: PETERLIN CARTAGE CO., a corporation, 9651 South Ewing Avenue, Chicago, Ill. 60617. Applicant's representative: Joseph M. Scanlan, 111 West Washington Street, Chicago, Ill. 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salt*, in bulk, from Manistee, Marysville, St. Clair, and Detroit, Mich., to points in Illinois, Indiana, Wisconsin, and Ohio. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Detroit, Mich.

No. MC 71331 (Sub-No. 14), filed May 22, 1969. Applicant: FOY CHALKER AND A. C. CREEL, a partnership, doing business as DOVE TRUCK LINE, 235 Kornegay Street, Dothan, Ala. 36301. Applicant's representative: John P. Carlton, 327 Frank Nelson Building, Birmingham, Ala. 35203. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from Brundidge, Ala., to points in Florida, on and east of a line beginning at the point of intersection of U.S. Highway No. 319 and the Georgia-Florida State line, thence along U.S. 319 through Tallahassee, Fla., to junction U.S. Highways 319 and 98, thence along U.S. Highway 98 through Panacea, Fla., to the Gulf of Mexico. **NOTE:** Applicant states it does not intend to tack, and apparently is willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Montgomery, Ala., Dothan, Ala., or Tallahassee, Fla.

No. MC 75320 (Sub-No. 145), filed May 23, 1969. Applicant: CAMPBELL SIXTY-SIX EXPRESS, INC., Post Office Box 807, Springfield, Mo. 65801. Applicant's representative: P. E. Adams (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes,

transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods, as defined by the Commission, commodities in bulk, and those requiring special equipment); (1) between Lake Village, Ark., and Jackson, Miss., from Lake Village, Ark., over U.S. Highway 65 to junction with U.S. Highway 80 or Interstate Highway 20 at or near Tullulah, La., thence over U.S. Highway 80 or Interstate Highway 20 to Jackson, Miss., and return over the same route serving no intermediate points, as an alternate route for operating convenience only; (2) between Atlanta, Ga., and Memphis, Tenn., from Atlanta, Ga., over U.S. Highway 278 to junction with U.S. Highway 31 or Interstate Highway 65 at or near Cullman, Ala., thence over Interstate Highway 65 (also U.S. Highway 31) to junction with Alternate U.S. Highway 72 near Decatur, Ala., thence over Alternate U.S. Highway 72 to junction with U.S. Highway 72 south of Florence, Ala., thence over U.S. Highway 72 to Memphis, Tenn., and return over the same route as an alternate route for operating convenience only, serving no intermediate points; (3) between the junction of U.S. Highway 31 or Interstate Highway 65 and U.S. Highway 278 near Cullman, Ala., and Tupelo, Miss., from junction U.S. Highway 31 or Interstate Highway 65 near Cullman, Ala., thence over U.S. Highway 278 to junction with U.S. Highway 78 at or near Hamilton, Ala., thence over U.S. Highway 78 to Tupelo, Miss., and return over the same route as an alternate route for operating convenience only, serving no intermediate points and serving the junctions of U.S. Highway 31 or Interstate Highway 65 and U.S. Highway 65 and U.S. Highway 278 near Cullman, Ala., for the purpose of joinder only. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss., or Birmingham, Ala.

No. MC 76032 (Sub-No. 240) (amendment), filed April 7, 1969, published in the *FEDERAL REGISTER* issue of May 1, 1969, and republished as amended this issue. Applicant: NAVAJO FREIGHT LINES, INC., 1205 South Platte River Drive, Denver, Colo. 80223. Applicant's representative: William E. Kenworthy (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* including classes A and B explosives (except commodities in bulk, household goods as defined by the Commission and those commodities requiring special equipment) when moving (1) on Government bills of lading or (2) on commercial bills of lading containing endorsements approved in *Interpretation of Government rate tariff—Eastern Central* 332 I.C.C. 161, 164, and 165, between points in California, Arizona, Nevada, Utah, Wyoming, Colorado, New Mexico, Texas, Oklahoma, Kansas, and Nebraska on the one hand, and, on the other, points in Louisiana, Missouri, Iowa, Wisconsin, Illinois, Indiana, Michigan, Ohio, West Virginia, Virginia, Pennsylvania, New

York, Massachusetts, Connecticut, New Jersey, Delaware, and Maryland. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. The purpose of this republication is to reflect the new commodity description, and also to reflect the above restrictions. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 81419 (Sub-No. 2), filed April 24, 1969. Applicant: FUCILLO, INC., 528 Metropolitan Avenue, Hyde Park, Boston, Mass. Applicant's representative: Thomas B. Shea, 19 Beacon Street, Boston, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Films, advertising matters, flyers, posters, still pictures, advertising mats, projector are carbons, and projector parts*, between points in Boston, Mass.; New Haven, Conn.; and Fort Lee, N.J. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Boston, Mass.

No. MC 83539 (Sub-No. 237) (Amendment), filed October 31, 1968, published in the *FEDERAL REGISTER* issue of November 21, 1968, and republished as amended this issue. Applicant: C & H TRANSPORTATION CO., INC., 1935 West Commerce Street, Dallas, Tex. 75222. Applicant's representative: J. P. Welsh, Post Office Box 5976, Dallas, Tex. 75222. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, which, because of size and weight, require the use of special equipment or special handling; and (2) *ammunition and explosives*; (a) between military installations or Defense Department establishments in the United States, except Hawaii, Maine, New Hampshire, and Vermont; and (b) between points in (a) above, on the one hand, and, on the other, points in the United States, except Hawaii, Maine, New Hampshire, and Vermont. **NOTE:** The purpose of this republication is to reflect the new commodity description and to reflect a radial movement in (b) above. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Dallas, Tex.

No. MC 83539 (Sub-No. 252), filed May 23, 1969. Applicant: C & H TRANSPORTATION CO., INC., 1935 West Commerce Street, Dallas, Tex. 75222. Applicant's representatives: Kenneth Weeks, Post Office Box 5976, Dallas, Tex. 75222, and 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: *Lift trucks and tow tractors*, from West Memphis, Ark., to points in the United States (except Arkansas and Hawaii). **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. Common

control may be involved. If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn., Dallas, Tex., or Washington, D.C.

No. MC 83539 (Sub-No. 253), filed May 29, 1969. Applicant: C & H TRANSPORTATION CO., INC., 1935 West Commerce Street, Dallas, Tex. 75222. Applicant's representatives: J. P. Welsh, Post Office Box 5976, Dallas, Tex. 75222, and 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: *Material handling equipment, accessories, attachments, and parts therefor*, from Oakland, Calif., to points in the United States (except California and Hawaii). **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif., or Washington, D.C.

No. MC 83539 (Sub-No. 254), filed May 29, 1969. Applicant: C & H TRANSPORTATION CO., INC., 1935 West Commerce Street, Post Office Box 5976, Dallas, Tex. 75222. Applicant's representatives: J. P. Welsh (same address as above) also 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: *Tractors*, with or without attachments, *tractor attachments* including but not confined to backhoe loaders, ditchers, forklifts, buckets, and parts of the above-named commodities, between Topeka, Kans., on the one hand, and, on the other, points in the United States (except Alaska and Hawaii). **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo., or Washington, D.C.

No. MC 94350 (Sub-No. 225), filed May 21, 1969. Applicant: TRANSIT HOMES, INC., Haywood Road, Post Office Box 1628, Greenville, S.C. 29602. Applicant's representative: Mitchell King, Jr. (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Buildings*, in sections, traveling on their own or removable undercarriages, equipped with hitch ball connectors, in initial movements, from Middle River, Md., to points in the United States. **NOTE:** Common control may be involved. Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Baltimore, Md.

No. MC 94876 (Sub-No. 5), filed May 23, 1969. Applicant: RICHARD ACERRA, INC., 43-09 Vernon Boulevard, Long Island City, New York, N.Y. 11101. Applicant's representative: J. Aiden Connors, Suite 454, 527 Lexington Avenue, New York, N.Y. 10017. Authority

sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Bakery goods and products*, in containers, *bakery product containers and stale bakery products*, between points in New York, N.Y., and Boston, Mass., and points in Bristol County, Mass., under contract with Borden, Inc., food division Drake Bakeries, of New York, N.Y. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Washington, D.C.

No. MC 99695 (Sub-No. 3), filed May 29, 1969. Applicant: ATLAS TRANSIT, INC., Post Office Box 707, Little Rock, Ark. 72203. Applicant's representative: James N. Clay III, 2700 Sterick Building, Memphis, Tenn. 38103. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, serving the plantsite of Michigan Chemical Corp., at or near El Dorado, Ark., as an off-route point in connection with applicant's authorized regular operations. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Little Rock, Ark., or Memphis, Tenn.

No. MC 103926 (Sub-No. 20) (Amendment), filed March 19, 1969, published in the *FEDERAL REGISTER* issue of April 24, 1969, and May 15, 1969, and republished as amended this issue. Applicant: W. T. MAYFIELD SONS TRUCKING CO., a corporation, Post Office Box 43171, Industrial Branch, Atlanta, Ga. 30336. Applicant's representative: R. J. Reynolds, Jr., 604-09 Healey Building, Atlanta, Ga. 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, which require the use of special equipment or special handling by reason of size or weight; (2) *commodities*, each weighing 10,111 pounds or more, which do not require the use of special equipment or handling; and (3) *helicopters and helicopters parts and accessories*; (a) between military installations, Defense Department establishments, and/or Government contractors located at points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia, and the Red River Army Depot at Texarkana, Tex.; and (b) between points in (a) above, on the one hand, and, on the other, points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia, and the Red River Army Depot at Texarkana, Tex. **NOTE:** The purpose of this republication is to reflect the new commodity description and to change the territorial description to (a) and (b) above. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga., or Washington, D.C.

No. MC 105375 (Sub-No. 42) filed May 19, 1969. Applicant: DAHLEN TRANSPORT OF IOWA, INC., 1680 Fourth Avenue, Newport, Minn. 55055. Applicant's representative: Leonard A. Jaskiewicz, 1155 15th Street NW., Washington, D.C. 20005. Authority sought to

operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia*, in bulk, in tank vehicles; (1) from the storage facilities of Central Farmers Fertilizer Co., located at or near Spencer, Iowa, to points in Iowa, Minnesota, Nebraska, North Dakota, South Dakota, and Wisconsin; and (2) from the storage facilities of Gulf Central Pipeline Co., located at or near Marshalltown, Iowa, to points in Illinois, Iowa, Missouri, Minnesota, and Wisconsin. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 106398 (Sub-No. 402), filed May 22, 1969. Applicant: NATIONAL TRAILER CONVOY, INC., 1925 National Plaza, Tulsa, Okla. 74151. Applicant's representative: Irvin Tull (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers* designed to be drawn by passenger automobiles, and *buildings* in sections equipped with hitch ball connector, in initial movements, from points in Crawford County, Ark., to points in Arkansas, Oklahoma, Kansas, Texas, Missouri, Louisiana, and Tennessee. **NOTE:** Common control and dual operations may be involved. Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Little Rock, Ark.

No. MC 109637 (Sub-No. 362), filed May 26, 1969. Applicant: SOUTHERN TANK LINES, INC., Post Office Box 1047, 4107 Bells Lane, Louisville, Ky. 40201. Applicant's representative: Harris G. Andrews (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Ethylene*, from the plantsite of Enjay Chemical Co., located at or near Baton Rouge, La., to the plantsite of B. F. Goodrich Chemical Co., Calvert City, Ky. **NOTE:** Applicant states it would tack with any appropriate authorities held, especially in its MC 109637 Sub 165, wherein it is authorized to conduct operations in the States of Kentucky, Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, Ohio, Oklahoma, South Carolina, Tennessee, Texas, West Virginia, and Wisconsin. If a hearing is deemed necessary, applicant requests it be held at Houston, Tex., or New Orleans, La.

No. MC 110098 (Sub-No. 99), filed May 26, 1969. Applicant: ZERO REFRIGERATED LINES, a corporation, 1400 Ackerman Road, Post Office Box 20380, San Antonio, Tex. 78220. Applicant's representative: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr. 68102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pre-*

pared foodstuffs, from the plantsite and warehouse facilities of the Pillsbury Co., at or near Denison, Tex., to points in Colorado, Nebraska, Kansas, Missouri, and Oklahoma. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Fort Worth, Tex.

No. MC 110098 (Sub-No. 100), filed May 26, 1969. Applicant: ZERO REFRIGERATED LINES, 1400 Ackerman Road, Post Office Box 20380, San Antonio, Tex. 78220. Applicant's representative: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr. 68102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Foodstuffs* (except meats, meat products, and meat byproducts) when transported with meats, meat products, and meat byproducts as defined 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 hides from Austin, Minn.; Fort Dodge, Iowa; and Fremont, Nebr. to points in Texas, Oklahoma, and Louisiana; and (2) *meats, meat products, and meat byproducts* as defined 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 hides, from Des Moines, Iowa; Huron, S. Dak.; Mitchell, S. Dak.; Austin, Minn.; Fort Dodge, Iowa; and Fremont, Nebr., to points in Texas, Louisiana, and Oklahoma. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 110420 (Sub-No. 591), filed May 23, 1969. Applicant: QUALITY CARRIERS, INC., 100 South Calumet Street, Burlington, Wis. 53105. Applicant's representative: A. Bryant Thorst (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid latex*, in bulk, in tank vehicles, from Savannah, Ga., to Minneapolis, Minn. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 110525 (Sub-No. 911), filed May 23, 1969. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. 19325. Applicant's representatives: Edwin H. van Deusen (same address as applicant) and Leonard A. Jaskiewicz, Suite 501, 1730 M Street NW., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Ethylene glycol, diethylene glycol, monethanolamine, diethanolamine, and triethanolamine*, in bulk, in tank vehicles, from

Orange, Tex., to points in Alabama, California, Colorado, Georgia, Illinois, Kansas, Kentucky, Missouri, Nebraska, North Carolina, South Carolina, Tennessee (except Kingsport), Virginia, and Wyoming. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. Common control and dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Houston, Tex.

No. MC 111434 (Sub-No. 77), filed May 25, 1969. Applicant: DON WARD, INC., 241 West 56th Avenue, Denver, Colo. 80216. Applicant's representative: Peter J. Crouse, 1700 Western Federal Building, Denver, Colo. 80202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Ground limestone and limestone products*, from Fort Morgan, Colo., to points in Wyoming, points in Nebraska and Kansas on and west of U.S. Highway 281, points in Texas and New Mexico north of Interstate Highway 40, and points in Cimarron, Tex., and Beaver Counties, Okla. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 111545 (Sub-No. 119), filed May 26, 1969. Applicant: HOME TRANSPORTATION COMPANY, INC., Post Office Box 6426, Station A, Marietta, Ga. 30060. Applicant's representative: Robert E. Born, 1425 Franklin Road, SE., Marietta, Ga. 30060. Authority sought to operate as a *common carrier* by motor vehicle, over irregular routes, transporting: *Pipe, pipe fittings, meter boxes and parts, manhole frames and covers, and culverts*, from Anniston and Gadsden, Ala., to points in Maine, Delaware, Maryland, and the District of Columbia. **NOTE:** Tacking is possible with applicant's present authority in its Sub-75. If a hearing is deemed necessary, applicant requests it be held at Birmingham, Ala., or Washington, D.C.

No. MC 111670 (Sub-No. 4), filed June 2, 1969. Applicant: ABLE TRUCKING CO., INC., 615 Industrial Road, Carlstadt, N.J. 07072. 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: *Urethane foam*, from the plantsite of Oknell Corp., at Lyndhurst, N.J., to points in Connecticut, Rhode Island, Massachusetts, Pennsylvania, New York, Maryland, Delaware, and the District of Columbia. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or New York, N.Y.

No. MC 111785 (Sub-No. 45), filed May 25, 1969. Applicant: BURNS MOTOR FREIGHT, INC., Post Office Box 149, U.S. Highway 219 North, Marlinton, W. Va. 24954. Applicant's representative:

Theodore Polydoroff, 1140 Connecticut Avenue NW., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from Elkins, W. Va., to points in Michigan, North Carolina, Iowa, and New Jersey. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Charleston, W. Va.

No. MC 112304 (Sub-No. 30), filed May 23, 1969. Applicant: ACE DORAN HAULING & RIGGING CO., 1601 Blue Rock Street, Cincinnati, Ohio 45223. Applicant's representative: A. Charles Tell, 100 East Broad Street, Columbus, Ohio 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Carbon and graphite products*, between Hickman, Ky., on the one hand, and, on the other, points in Alabama, Florida, Illinois, Indiana, Michigan, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Texas, West Virginia, and Wisconsin; and (2) *equipment, materials and supplies* (except commodities in bulk), used in the manufacture of carbon and graphite products, from the above-named States to Hickman, Ky. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. Applicant further states it seeks no duplicating authority and is willing to accept an appropriate restriction regarding same. If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky.

No. MC 113267 (Sub-No. 216), filed May 23, 1969. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. 62232. Applicant's representative: Lawrence A. Fischer (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts, and articles distributed by meat packinghouses* as described in sections A and C of appendix I in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk), from the plantsite and storage facilities used by National Beef Packing Co. at/or near Liberal, Kans., to points in Alabama, Georgia, Kentucky, Tennessee, North Carolina, and South Carolina, restricted to traffic originating at the plantsite and warehouse facilities of National Beef Packing Co. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 113267 (Sub-No. 217), filed May 22, 1969. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. 62232. Applicant's representative: Lawrence A. Fischer (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular

routes, transporting: *Meats, meat products, and meat byproducts, and articles distributed by meat packinghouses*, as defined in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles, and hides), from points in the Omaha, Nebr.-Council Bluffs, Iowa, commercial zone, to points in Louisiana. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 113678 (Sub-No. 352), filed May 26, 1969. Applicant: CURTIS, INC., 770 East 51st Avenue, Denver, Colo. 80216. Applicant's representatives: Duane W. Ackle and Richard Peterson, Post Office Box 806, Lincoln, Nebr. 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts, and articles distributed by meat packinghouses*, as defined in sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles, and hides), from points in the Omaha, Nebr.-Council Bluffs, Iowa, commercial zone to points in Arizona, California, Colorado, Connecticut, Delaware, District of Columbia, Idaho, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Lower Michigan, Missouri, Montana, Nevada, New Mexico, New York, New Hampshire, New Jersey, Ohio, Oregon, Pennsylvania, Rhode Island, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, and Wyoming. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 113855 (Sub-No. 189) (Amendment), filed February 4, 1969, published *FEDERAL REGISTER* issues of March 6, 1969, April 11, 1969, and May 8, 1969, amended May 28, 1969, and republished as amended, this issue. Applicant: INTERNATIONAL TRANSPORT, INC., South Highway 52, Rochester, Minn. 55901. Applicant's representative: Alan Foss, 502 First National Bank Building, Fargo, N. Dak. 58102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Ammunition and explosives*, regardless of size or weight; and (2) *commodities* which by reason of their size or weight require the use of special equipment; (a) between military installations or Defense Department establishments in the United States; and (b) between points in (a) above, on the one hand, and, on the other, points in the United States, restricted to traffic moving to, from, or between military installations and contractors' facilities. **NOTE:** Applicant states it holds authority under MC 113855 Sub 84 and 70, to transport commodities, which because of their size or weight require the use of special

equipment or special handling. Some of the traffic involved may fall within such authority. Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. The purpose of this republication is to redescribe the commodity and territorial description. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 113855 (Sub-No. 197), filed May 15, 1969. Applicant: INTERNATIONAL TRANSPORT, INC., South Highway 2, Rochester, Minn. 55901. Applicant's representative: Alan Foss, 502 First National Bank Building, Fargo, N. Dak. 58102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Landscaping, irrigation, forestry, digging and earthmoving equipment, and utility line installation and maintenance equipment, and attachments and parts for such commodities, from Pella, Iowa, to points in the United States (except Hawaii).* NOTE: Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa, or Chicago, Ill.

No. MC 113861 (Sub-No. 49), filed May 26, 1969. Applicant: WOOTEN TRANSPORTS, INC., 153 Gaston Avenue, Memphis, Tenn. 38106. Applicant's representative: Dale Woodall, 900 Memphis Bank Building, Memphis, Tenn. 38103. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Grain products, from West Memphis, Ark., to points in the States of Mississippi, Tennessee, Alabama, Kentucky, and Georgia.* NOTE: Applicant states it does not intend to tack, and apparently is willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn.

No. MC 114284 (Sub-No. 39), filed May 26, 1969. Applicant: FOX-SMYTHE TRANSPORTATION CO., a corporation, Post Office Box 82307, Stockyard Station, Oklahoma City, Okla. 73108. Applicant's representative: Clyde N. Christey, 641 Harrison Street, Topeka, Kans. 66603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts, and articles distributed by meat packinghouses, from the plantsite and storage facilities used by National Beef Packing Co. at/or near Liberal, Kans., to points in Arkansas, Nebraska, Oklahoma, South Dakota, and Texas, restricted to traffic originating at the plantsite and warehouse facilities of National Beef Packing Co.* NOTE: Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Kans.

No. MC 114949 (Sub-No. 4), filed May 26, 1969. Applicant: APPOMATTOX TRUCKING COMPANY, INCORPORATED,

Post Office Box 714, Appomattox, Va. 24522. 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: *Lumber (except plywood), from Drakes Branch, Va., to points in Connecticut, Kentucky (except Louisville), Illinois, Indiana (except Bargersville), Michigan, and Tennessee, under contract with Stanley Land & Lumber Corp. of Drakes Branch, Va.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 115311 (Sub-No. 101), filed May 25, 1969. Applicant: J & M TRANSPORTATION CO., INC., Post Office Box 488, Milledgeville, Ga. 31061. Applicant's representative: Bill R. Davis, 1600 First Federal Building, Atlanta, Ga. 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Composition building board, from the plantsite and warehouses of Johns-Manville Products Corp., Natchez, Miss., to points in Alabama, Florida, Georgia, Kentucky, Louisiana, North Carolina, South Carolina, Tennessee, and Virginia.* NOTE: Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 115669 (Sub-No. 101), filed May 25, 1969. Applicant: HOWARD D. DAHLSTEN, doing business as DAHLSTEN TRUCK LINE, Post Office Box 95, Clay Center, Nebr. 68933. Applicant's representative: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr. 68102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Processed volcanic ash, from Mankato, Kans., and points within 3 miles thereof, to points in Arkansas, Colorado, Idaho, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Montana, Nebraska, New Mexico, North Dakota, Ohio, Oklahoma, South Dakota, Texas, Utah, Wisconsin, and Wyoming.* NOTE: Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 115840 (Sub-No. 39), filed May 23, 1969. Applicant: COLONIAL FAST FREIGHT LINES, INC., 1215 West Bankhead Highway, Post Office Box 2169, Birmingham, Ala. 35201. Applicant's representatives: C. E. Wesley (same address as applicant), and E. Stephen Heisley, 666 11th Street NW., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles, from points on the Arkansas River located in Arkansas, to points in Arkansas, Louisiana, Mississippi, Oklahoma, and Texas.* NOTE: Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 115841 (Sub-No. 352), filed May 23, 1969. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 West Bankhead Highway, Post Office Box 2169, Birmingham, Ala. Applicant's representatives: C. E. Wesley (same address as applicant), and E. Stephen Heisley, 666 11th Street NW., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper and paper products (except in bulk), from the plantsite of U.S. Plywood-Champion Papers, Inc., near Courtland, Ala., to points in Connecticut, Massachusetts, Michigan, New Jersey, New York, Pennsylvania, and Rhode Island.* NOTE: Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Birmingham, Ala., or Washington, D.C.

No. MC 116014 (Sub-No. 45), filed May 28, 1969. Applicant: OLIVER TRUCKING COMPANY, INC., Post Office Box 53, Winchester, Ky. 40391. Applicant's representative: Louis J. Amato, Post Office Box E, Bowling Green, Ky. 42101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Wooden pallets and lumber; (a) from points in Tucker County, W. Va., to points in Missouri, Wisconsin, Louisiana, Iowa, and Arkansas; (b) from points in Cuyahoga County, Ohio, to points in Michigan, Indiana, Pennsylvania, Illinois, Kentucky, West Virginia, Wisconsin, Missouri, New York, Vermont, New Hampshire, Massachusetts, Connecticut, Delaware, Maine, and Rhode Island; (2) lumber and pallets from points in Tucker County, W. Va., to points in Alabama, Michigan, New Jersey, North Carolina, South Carolina, Delaware, Georgia, Kentucky, Missouri, Arkansas, Wisconsin, Louisiana, Iowa, Ohio, New York, Pennsylvania, Indiana, Connecticut, Massachusetts, and Maryland; and (3) wooden pallets between points in West Virginia.* NOTE: Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky.

No. MC 116325 (Sub-No. 63), filed May 26, 1969. Applicant: JENNINGS BOND, doing business as BOND ENTERPRISES, Post Office Box 8, Lutesville, Mo. 63762. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel, and iron and steel articles, from Sterling and Rock Falls, Ill., to points in Arkansas, Oklahoma, Louisiana, Kansas, and Mississippi.* NOTE: Applicant states there may be tacking or joining possibilities. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 116544 (Sub-No. 106), filed May 19, 1969. Applicant: WILSON BROTHERS TRUCK LINE, INC., 700 East Fairview Street, Post Office Box 636, Carthage, Mo. 64836. Applicant's repre-

sentative: Robert Wilson (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 the plantsite and storage facilities used by National Beef Packing Co. at/or near Liberal, Kans., to points in Minnesota, Wisconsin, Iowa, Missouri, Arkansas, Louisiana, Illinois, Indiana, Alabama, Florida, Mississippi, Tennessee, and Kentucky, restricted to traffic originating at the plantsite or warehouse facilities of National Beef Packing Co. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 117765 (Sub-No. 82), filed May 23, 1969. Applicant: HAHN TRUCK LINE, INC., 5315 Northwest Fifth, Post Office Box 75267, Oklahoma City, Okla. 73107. Applicant's representative: R. E. Hagan (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, canned or preserved in containers, from Owatonna, Minn., Galesville and New Richmond, Wis., to points in Oklahoma. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Oklahoma City, Okla.

No. MC 119315 (Sub-No. 11), filed May 22, 1969. Applicant: FREIGHTWAY CORPORATION, 131 Matzinger Road, Toledo, Ohio 43612. Applicant's representative: Paul F. Beery, 88 East Broad Street, Columbus, Ohio 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (a) *Glass fiber products*, from Toledo, Ohio, to points in West Virginia and Michigan; and (b) *refused, damaged, and rejected shipments*, from points in the destination States in (a) above, to Toledo, Ohio. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 119496 (Sub-No. 10), filed May 29, 1969. Applicant: THE JAMES GIBBONS COMPANY, a corporation, Sutton Avenue, Relay, Baltimore, Md. 21227. Applicant's representative: Russell R. Sage, Suite 301 Tavern Square, 421 King Street, Alexandria, Va. 22314. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Asphalt and asphaltic products*, in bulk, in tank vehicles, from North Charleroi and Floreffe, Pa., to points in Maryland, Ohio, Pennsylvania, and West Virginia. **NOTE:** Applicant states it does not intend to

tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 119531 (Sub-No. 118), filed May 19, 1969. Applicant: DIECKBRADER EXPRESS, INC., 5391 Wooster Road, Cincinnati, Ohio 45226. Applicant's representative: Charles W. Singer, 33 North Dearborn Street, Suite 1625, Chicago, Ill. 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Paper and paper products*, from Fort Wayne, Ind., to points in Illinois, Kentucky, Michigan, and Ohio, and, (2) *materials, equipment, and supplies* used in the manufacture, sale, and distribution of paper and paper products, from points in Illinois, Kentucky, Michigan, and Ohio, to Fort Wayne, Ind. **NOTE:** Applicant indicates tacking possibilities exist at Cleveland, Ohio, with presently held authority to provide through service to serve points in New Jersey, New York, and Pennsylvania. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 119531 (Sub-No. 119), filed May 16, 1969. Applicant: DIECKBRADER EXPRESS, INC., 5391 Wooster Road, Cincinnati, Ohio 45226. Applicant's representative: Charles W. Singer, 33 North Dearborn Street, Suite 1625, Chicago, Ill. 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Scrap or waste paper*, between points in the States of Illinois, Indiana, Kentucky, Ohio, and West Virginia. **NOTE:** Applicant indicates tacking possibilities exist at Cleveland, Ohio, with presently held authority to provide through service to serve points in New Jersey, New York, and Pennsylvania. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 123048 (Sub-No. 155), filed May 25, 1969. Applicant: DIAMOND TRANSPORTATION SYSTEM, INC., 1919 Hamilton Avenue, Racine, Wis. 53401. Applicant's representatives: Paul C. Gartzke, 121 West Doty Street, Madison, Wis. 53703, and Paul L. Martinson, Box A, Racine, Wis. 53401. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Tractors*, (2) *power mowers and hand mowers*, and (3) *parts, attachments, and accessories* for the commodities named in (1) and (2) above, from South Bend, Ind., to points in South Carolina, Nebraska, Kansas, Oklahoma, Arkansas, Delaware, Louisiana, Mississippi, Alabama, Florida, Vermont, New Hampshire, Rhode Island, and Maine. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 124078 (Sub-No. 385), filed May 26, 1969. Applicant: SCHWERMANN TRUCKING CO., a corporation, 611 South 28th Street, Milwaukee, Wis. 53246. Applicant's representative: James R.

Ziperski (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime and limestone products*, in bags, from Greencastle, Ind., to Moffat Coal Co. Mine near Murdock, Ill. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 124154 (Sub-No. 28), filed May 26, 1969. Applicant: WINGATE TRUCKING COMPANY, INC., Post Office Box 645, Albany, Ga. 31702. Applicant's representative: Monty Schumacher, Suite 310, 2045 Peachtree Road NE., Atlanta, Ga. 30309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities* which require the use of special equipment or special handling by reason of size or weight; and (2) *general commodities*, except those of unusual value, household goods, and commodities in bulk; (a) between military installations, manufacturers, contractors, and storage sites, and Defense Department establishments, in the United States (except Hawaii and Alaska); and (b) between points in (a) above, on the one hand, and, on the other, points in the United States (except Hawaii and Alaska). **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. Applicant holds contract authority under MC 117504, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga., or Washington, D.C.

No. MC 124692 (Sub-No. 60) (Amendment), filed March 20, 1969, published in *FEDERAL REGISTER* issue of April 24, 1969, amended May 29, 1969, and republished as amended, this issue. Applicant: SAMMONS TRUCKING, Post Office Box 933, Missoula, Mont. 59801. Applicant's representative: Gene P. Johnson, 502 First National Bank Building, Fargo, N. Dak. 58102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel angles, bars, beams, and channels, wire and wire products, posts, and grader blades and cutting edges*, from the plantsite of CF&I Steel Corp. at Pueblo, Colo., to points in Idaho, Montana, Oregon, Washington, and Big Horn County, Wyo., restricted against the transportation of oilfield commodities as defined in *Mercer Extension, Oilfield Commodities*, 74 M.C.C. 459. **NOTE:** Applicant states it would tack at destination points. The purpose of this republication is to (1) redescribe territorial description and (2) to change tacking information. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 124769 (Sub-No. 2), filed May 29, 1969. Applicant: ALASKA BARGE AND TRANSPORT, INC., 200 Norton Street, Seattle, Wash. 98104. Applicant's representative: Alan F. Wohlstetter, 1 Farragut Square South, Washington, D.C. 20006. Authority

sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Machinery, equipment, materials, and supplies* used in or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and byproducts; and *machinery, equipment, materials, and supplies* used in, or in connection with the construction, operation, repair, servicing, maintenance, and dismantling of pipelines including the stringing and picking up thereof; (a) between points in Alaska north of the Arctic Circle; and (b) between Fairbanks, Alaska, on the one hand, and, on the other, points in Alaska north of the Arctic Circle. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 124813 (Sub-No. 68), filed May 22, 1969. Applicant: UTHUN TRUCKING CO., a corporation, 910 South Jackson, Eagle Grove, Iowa 50533. Applicant's representative: William A. Landau, 1451 East Grand Avenue, Des Moines, Iowa 50306. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer materials*, from Des Moines, Iowa, to points in Illinois, Kansas, Minnesota, Missouri, Nebraska, South Dakota, and Wisconsin. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. Applicant holds contract carrier authority under MC 118468 and Subs, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 124878 (Sub-No. 3), filed May 26, 1969. Applicant: LAPADULA AIR FREIGHT TRANSFER, INC., 149-04 New York Boulevard, Jamaica, N.Y. 11434. Applicant's representative: Edward M. Alfano, 2 West 45th Street, New York, N.Y. 10036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except commodities in bulk), between Suffolk County Air Force Base, Westhampton Beach, N.Y., MacArthur Airport, Islip, N.Y., McGuire Air Force Base, Wrightstown, N.J., and Dover Air Force Base, Dover, Del., on the one hand, and, on the other, points in Nassau and Suffolk Counties, N.Y., and New York, N.Y., restricted to shipments having an immediately prior or immediately subsequent movement by air. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 125506 (Sub-No. 12), filed May 27, 1969. 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. 10038.

Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise as is dealt in by Retail Specialty Shops*, dealing primarily in wearing apparel and accessories therefor, between stores and warehouses of Saks & Co. located at New York, N.Y., and Bala-Cynwyd, Pa.; under contract with Saks & Co., New York, N.Y. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Newark, N.J.

No. MC 125760 (Sub-No. 6), filed May 28, 1969. Applicant: GLENN W. MEANS, 1597 Pittsburgh Road, Franklin (Venango County), Pa. 16323. Applicant's representative: Frederick L. Kiger, 7823 Mount Carmel Road, Verona (Allegheny County), Pa. 15147. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dairy and dairy related products*, in refrigerated vehicles, from Youngstown and Cleveland, Ohio, to points in Pennsylvania on and west of a line beginning at a point on U.S. Highway 219 at the New York-Pennsylvania State line, thence southward along U.S. Highway 219 to junction Pennsylvania Highway 56, thence along Pennsylvania Highway 56 to junction U.S. Highway 220, thence along U.S. Highway 220 to the Pennsylvania-Maryland State line, under contracts with A & P Quaker Markets, Inc., Allied Super Markets, Inc., Sealtest Foods, Division of National Dairy Products Corp., and Harmony Dairy Corp. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa., Columbus or Cleveland, Ohio.

No. MC 126039 (Sub-No. 10), filed May 23, 1969. Applicant: MORGAN TRANSPORTATION SYSTEM, INC., U.S. Highways 6 and 15, New Paris, Ind. 46553. Applicant's representative: Walter F. Jones, Jr., 601 Chamber of Commerce Building, Indianapolis, Ind. 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Farm feed equipment, boats, campers, and incidental parts thereof*; and (2) *supplies and materials*, used in the manufacturing, assembling, sales, and distribution thereof, between points in Lagrange and Elkhart Counties, Ind., and points in the United States except Hawaii. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind., or Chicago, Ill.

No. MC 126483 (Sub-No. 4), filed May 23, 1969. Applicant: ED STORTZ AND EDWIN STORTZ, a partnership, doing business as HIGHWAY FUEL COMPANY, 2390 Fairgrounds Road, Salem, Ore. 97310. Applicant's representative: Norman E. Sutherland, 1200 Jackson Tower, Portland, Ore. 97205. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Wood sawdust and shavings*, from Silverton, Ore., to Longview, Wash.; under contract with Johnson Brothers Co., Silverton, Ore. **NOTE:**

If a hearing is deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 126255 (Sub-No. 1), filed May 22, 1969. Applicant: WALTER M. BUTLER, JR., 605 East College Avenue, Salisbury, Md. 21801. Applicant's representative: Russell S. Bernhard, 1625 K Street NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *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 Salisbury, Wicomico County Airport, Salisbury, Md., on the one hand, and, on the other, Friendship International Airport, Anne Arundel County, Md., and Washington National Airport, Gravelly Point, Va., restricted to traffic having an immediately prior or immediately subsequent movement by air. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 127042 (Sub-No. 36), filed May 26, 1969. Applicant: HAGEN, INC., 4120 Floyd Boulevard, Post Office Box 6, Leeds Station, Sioux City, Iowa. Applicant's representative: Josep W. Harvey (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen cooked eggs*, from Monroe City, Mo., to points in Iowa, Colorado, Minnesota, Nebraska, Arizona, California, Oregon, and Washington. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Wichita, Kans., or Kansas City, Mo.

No. MC 127304 (Sub-No. 4), filed May 28, 1969. Applicant: CLEAR WATER TRUCK COMPANY, INC., 9101 North West Street, Valley Center, Kans. 67147. Applicant's representative: Richard A. Peterson, 521 South 14th Street, Post Office Box 806, Lincoln, Nebr. 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dichlorodifluoromethane and monochlorodifluoromethane*, in containers and cylinders, and *plastic and plastic articles*, from Colwich, Kans., to points in the United States (except Alaska and Hawaii), under contract with International Plastics, Inc. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Wichita, Kans.

No. MC 128007 (Sub-No. 20), filed May 26, 1969. Applicant: HOFER, INC., Post Office Box 583, 4032 Parkview Drive, Pittsburg, Kans. 66762. Applicant's representative: Clyde N. Christey, 641 Harrison, Topeka, Kans. 66603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer*, in bulk and/or bags, from Lawrence, Kans., and points within a 3-mile radius of Lawrence, Kans., to points in Colorado, Iowa, South

Dakota, Nebraska, Oklahoma, and Missouri. Note: Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Kans.

No. MC 128539 (Sub-No. 3), filed May 26, 1969. Applicant: H & P TRANSIT COMPANY, a corporation, Post Office Box 2508, Rocky Mount, N.C. 27801. Applicant's representative: John C. Bradley, 618 Perpetual Building, Washington, D.C. 20004. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Salt*, from Henderson, N.C., to points in North Carolina, South Carolina, and Virginia. Note: Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C. or Washington, D.C.

No. MC 129345 (Sub-No. 1), filed May 25, 1969. Applicant: ESMOND'S DAIRY PRODUCTS, INC., 310 Main Street, Lena, Ill. 61048. Applicant's representative: Carl L. Steiner, 39 South La Salle Street, Chicago, Ill. 60603. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Dairy products*, from Chemung, Ill., to Monroe, Wis., under contract with Ambler-Dean Milk Distributor. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 129929 (Sub-No. 2), filed May 18, 1969. Applicant: BE WELL FARMS, INC., Elm Street, Franklin, Mass. 02038. Applicant's representative: Arthur A. Wentzell, Post Office Box 720, Worcester, Mass. 01601. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Meat and meat products*, fresh or frozen, loose or packaged; *fish*, namely *cakes, codfish; clam juice or broth; cooked or partially cooked fish or shrimp*, frozen or unfrozen; *smoked, salted, pickled, spiced, corned or kippered*; sticks frozen; 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 commodities mentioned in (1) above, from Boston, Gloucester, Lowell, Mass., to points in that part of New York bounded on the east by a line beginning at Peekskill, N.Y., and extending along U.S. Highway 9W to Albany, N.Y., thence along U.S. Highway 4 to Lake George, N.Y., thence along U.S. Highway 9 to junction New York Highway 28; on the north by a line beginning at said junction U.S. Highway 9 and New York Highway 28 and extending along New York Highway 28 to junction combined New York Highways 28 and 8, thence along New York Highway 8 to junction New York Highway 12C, thence along New York Highway 12C to junction New York Highway 365, thence along New

York Highway 12C to junction New York Highway 49, thence along New York Highway 49 via Rome, N.Y., to junction New York Highway 69, thence along New York Highway 69 to Camden, N.Y., and thence along New York Highway 13 to Pulaski; and on the south by a line beginning at junction U.S. Highways 9 and 6 at or near Peekskill, N.Y., and extending along U.S. Highway 6 to junction New York Highway 17 at Goshen, N.Y., and thence over New York Highway 17 to junction Interstate Highway 90 at Lake Ontario at or near Westfield, N.Y., including points on the indicated portions of the highways specified. Note: Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Boston, Mass.

No. MC 129987 (Sub-No. 2), filed May 26, 1969. Applicant: TERRA COTTA TRUCK SERVICE, INC., Junction Routes 31 and 76, Crystal Lake, Ill. 60014. Applicant's representative: Jack H. Blanshan, 29 South La Salle Street, Chicago, Ill. 60603. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) *Precast concrete*, from points in McHenry County, Ill., to points in Indiana, Iowa, Kentucky, Lower Peninsula of Michigan, and Wisconsin; (2) *precast concrete*, from Waukesha, Wis., to points in Illinois, Iowa, Indiana, Kentucky, and Lower Peninsula of Michigan; (3) *steel wire and cable*, from Chicago, Ill., to points in McHenry County, Ill., and Waukesha, Wis., restricted to the transportation of commodities having an immediately prior movement by water; (4) *steel wire and cable*, from Waukesha, Wis., to points in McHenry County, Ill.; and (5) *steel wire and cable*, from Milwaukee, Wis., to points in McHenry County, Ill., restricted to the transportation of commodities having an immediately prior movement by water. Restriction: The service proposed above will be conducted under a continuing contract with Spancrete of Illinois, Inc., of Crystal Lake, McHenry County, Ill. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 133401 (Sub-No. 1), filed May 23, 1969. Applicant: DONALD G. BEACHLER, doing business as B & B TRUCKING, 2949 Standiford, Modesto, Calif. 95350. Applicant's representative: J. Wilmar Jensen, 1514 H Street, Modesto, Calif. 95354. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Manufactured dry fertilizer in bulk*, from Richmond, Shell Point, and Nickols, Calif., to the counties of Klamath, Lake, and Jackson, all in the State of Oregon. Note: If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 133514 (Sub-No. 1), filed May 26, 1969. Applicant: KINNISON TRUCK LINES, INC., 511 West Coolbaugh, Red Oak, Iowa 51566. Applicant's representative: Samuel Zacharia, 711 First National Bank Building, Omaha,

Nebr. 68102. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Fruits and vegetables, dietary foods, soups, salad dressing, puddings, dessert toppings, and various tomato-based products* for human consumption, in containers, from Stockton and Modesto, Calif., to points in South Dakota, Nebraska, Minnesota, Iowa, and Illinois, under contract with Tillie Lewis Foods, Inc., a subsidiary of the Ogden Corp., Stockton, Calif. Note: Applicant's president holds common carrier authority under MC 117516 and (Sub-No. 1), therefore dual operations and common control may be involved. If a hearing is deemed necessary, applicant requests it be held at San Francisco or Stockton, Calif.

No. MC 133553 (Sub-No. 1), filed May 26, 1969. Applicant: JACK CARTER, R.F.D. 1, Box 60, Carthage, Mo. 64836. Applicant's representative: Turner White, 805 Woodruff Building, Springfield, Mo. 65806. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Crushed rock and gravel*, in bulk, in dump vehicles, between points in Jasper, Vernon, and Barton Counties, Mo., on the one hand, and, on the other, points in Bourbon, Crawford, and Cherokee Counties, Kans., on and east of Kansas Highway 7. Note: Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo., or Tulsa, Okla.

No. MC 133609, filed March 28, 1969. Applicant: WILFRED L. GIRARD AND RICHARD W. GIRARD, a partnership, doing business as GIRARD TRUCKING, Post Office Box 703, Claremont, N.H. 03743. Applicant's representative: Raymond V. Denault, 25 Pine Street, Claremont, N.H. 03743. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Such merchandise as is dealt in by retail department stores*, between Claremont, N.H., on the one hand, and, on the other, points in Vermont; under a continuing contract with Montgomery Ward and Co., Inc. Note: If a hearing is deemed necessary, applicant requests it be held at Concord, N.H.

No. MC 133625 (Sub-No. 1), filed May 28, 1969. Applicant: HAWK TRANSIT, INC., 118 Ashley Street, Post Office Box 943, Douglas, Ga. 31533. Applicant's representative: Virgil H. Smith, 431 Title Building, Atlanta, Ga. 30303. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Mobile homes and trailers* designed to be drawn by passenger automobiles, in initial movements, in truck-away service, from points in Coffee County, Ga., to points in Florida. Note: If a hearing is deemed necessary, applicant requests it be held at Douglas or Waycross, Ga., or Jacksonville, Fla.

No. MC 133766 (Sub-No. 1), filed May 28, 1969. Applicant: T.L.R. EXPRESS

CO., INC., 202 Old Farm Road, Levittown, N.Y. 11756. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J. 07306. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Beverages* (except malt, except in bulk), from Bronx, N.Y., to Carlstadt and Totowa, N.J.; and (2) *empty glass bottles*, from Orangeburg, N.Y., and Wharton, N.J., to Bronx, N.Y.; under continuing contract with Nedick's N.Y. Bottling Co., Bronx, N.Y. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Washington, D.C.

No. MC 133773, filed May 23, 1969. Applicant: JOHN YACONIELLO, JR., doing business as ALL STATES DRIVE-AWAY SERVICE, 450 Main Street, East Hartford, Conn. 06118. Applicant's representative: John E. Fay, 79 Lafayette Street, Hartford, Conn. 06106. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Motor vehicles* in a drive-away service, between points in Connecticut on the one hand, and on the other, points in the United States (except Alaska). **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Hartford, Conn., New York, N.Y., or Washington, D.C.

No. MC 133783, filed June 2, 1969. Applicant: JOEL TRANSPORT, INC., 43 Chernucha Avenue, Merrick, N.Y. 11566. 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: *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), from the facilities of ABC Freight Forwarding Corp., Midland Forwarding Corp., and Blue Ribbon Express, Inc., located at New York, N.Y., to points in Nassau and Suffolk Counties, N.Y. (restricted to shipments having prior movement via Freight Forwarders). **NOTE:** If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Washington, D.C.

MOTOR CARRIER OF PASSENGERS

No. MC 3647 (Sub-No. 413), filed May 16, 1969. Applicant: PUBLIC SERVICE COORDINATED TRANSPORT, 180 Boyden Avenue, Maplewood, N.J. 07040. Applicant's representative: Richard Fryling (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage in the same vehicle with passengers*, in special operations, in round-trip sightseeing and pleasure tours, beginning and ending at Atlantic City, N.J., and extending to points in the United States and Alaska but excluding Hawaii and New York City, N.Y. **NOTE:**

Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Atlantic City, N.J., or Philadelphia, Pa.

FREIGHT FORWARDER APPLICATIONS

No. FF-266 (Sub-No. 2), HAWAIIAN EXPRESS SERVICE, INC., Extension—Nevada, filed June 9, 1969. Applicant: HAWAIIAN EXPRESS SERVICE, INC., 646 First Street, San Francisco, Calif. 94107. Applicant's representative: Daniel W. Baker, 405 Montgomery Street, San Francisco, Calif. 94104. Authority sought under section 410, part IV of the Interstate Commerce Act, for a permit authorizing applicant to extend operation as a *freight forwarder*, in interstate or foreign commerce, through the use of the facilities of common carriers by railroad, water, and motor vehicle in the transportation of *general commodities*, between points in California north of San Luis Obispo, Kern, and San Bernardino Counties, and points in Nevada on and north of Interstate Highway 6, and points in Hawaii.

No. FF-339 (Sub-No. 1), CTI-CONTAINER TRANSPORT INTERNATIONAL, INC.—General Commodities, filed June 3, 1969. Applicant: CTI-CONTAINER TRANSPORT INTERNATIONAL, INC., 17 Battery Place, New York, N.Y. 10004. Applicant's representative: Alan F. Wohlstetter, 1 Farragut Square South, Washington, D.C. 20006. Authority sought under section 410, Part IV of the Interstate Commerce Act for a permit authorizing applicant to institute operations as a *freight forwarder* in interstate or foreign commerce, in the forwarding of *general commodities*, in containers (except used household goods, unaccompanied baggage, used automobiles, and commodities in bulk), from ports in Los Angeles Harbor and San Francisco Bay, Calif., and the Port of New York, N.Y., and to points in California, Illinois, Missouri, Wisconsin, Minnesota, Michigan, Ohio, Indiana, New York, Connecticut, Massachusetts, and New Jersey, restricted to import-export shipments moving in foreign commerce. **NOTE:** Applicant states it does not believe its past operation, as more fully described in the instant application, is subject to the Interstate Commerce Act, and intends to file a motion to dismiss the subject application.

No. FF-376, AMERICAN DELIVERY SYSTEMS, INC., Freight Forwarder Application, filed June 3, 1969. Applicant: AMERICAN DELIVERY SYSTEMS, INC., 300 East Seven Mile Road, Detroit, Mich. Applicant's representative: Robert A. Sullivan, 1800 Buhl Building, Detroit, Mich. 48226. Authority sought under section 410, Part IV of the Interstate Commerce Act, for permit authorizing applicant to institute operation as a *freight forwarder*, in interstate or foreign commerce, through use of the facilities of common carriers by motor vehicle in the transportation of, *general commodities* limited to individual articles not

exceeding 100 pounds: *Provided*, That no single shipment from one consignor to one consignee shall be in excess of 500 pounds, between points in the United States (except Alaska and Hawaii), and points in the same territory as described above.

No. FF-377 PARAMOUNT FORWARDERS, INC., Freight Forwarder Application, filed June 9, 1969. Applicant: PARAMOUNT FORWARDERS, INC., 4322 Bronze Way, Dallas, Tex. 75237. Applicant's representative: Robert J. Gallagher, 111 State Street, Boston, Mass. 02109. Authority sought under section 410, Part IV of the Interstate Commerce Act, for a permit to institute operation as a *freight forwarder*, in interstate or foreign commerce, through use of the facilities of common carriers by railroad, express, water, air, or motor vehicle in the transportation of *household goods*, between points in the United States including Alaska and Hawaii.

APPLICATION FOR BROKERAGE LICENSE

No. MC 130088, filed May 26, 1969. Applicant: JAMES C. EATON, Three Journal Square, Jersey City, N.J. 07306. Applicant's representative: Frederick T. O'Sullivan, 372 Granite Avenue, Milton, Mass. 02186. For a license (BMC 4) to engage in operations as a *broker* at Jersey City, N.J., in arranging for the transportation in interstate or foreign commerce of (1) *commodities* which because of size or weight require special equipment and all related machinery parts and related contractors' materials and supplies when their transportation is incidental to the transportation of commodities which, by reason of size or weight require special equipment; and (2) *commodities* moving on open flatbed, low-bed, low-boy, and drop-frame trailers, between points in the United States.

APPLICATION IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN REQUESTED

No. MC 125844 (Sub-No. 11), filed May 26, 1969. Applicant: BIO-MED-HU, INC., 8603 Preston Highway, Louisville, Ky. 40219. Applicant's representative: Ollie L. Merchant, Suite 202, 140 South Fifth Street, Louisville, Ky. 40202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Placentae; derivatives of placentae; including subderivatives of derivatives of placentae; blood; derivatives of blood including subderivatives of derivatives of blood; also substances that are either chemically, physically, or structurally (individually or combined) analogous to placenta derivatives or subderivatives of derivatives of placentae such as but not confined to antihemophilic factors, antibodies, antiserum, enzymes, antigens, albumin fractions, platelets, fibrinogen fractions, immunoglobulins, plasmin ceruloplasmin, and cholinesterase*, between points in the United States (including Alaska and Hawaii). **NOTE:** Applicant states it

does not intend to tack, and is apparently willing to accept a restriction if warranted.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[P.R. Doc. 69-7200; Filed, June 18, 1969;
8:45 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

JUNE 16, 1969.

Protests to the granting of an application must be prepared in accordance with Rule 1100.40 of the general rules of practice (49 CFR 1100.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 41659—*Asphalt from Chicago, Ill.* Filed by Southwestern Freight Bureau, agent (No. B-45), for interested rail carriers. Rates on asphalt, petroleum road oil, and petroleum wax tallings, as described in the application, in tank carloads, from Chicago, Ill., and points taking same rates, to points in Arkansas, Louisiana (west of the Mississippi River), Missouri, New Mexico, Oklahoma, and Texas.

Grounds for relief—Market competition and rate relationship.

Tariffs—Supplements 48, 122, and 3 to Southwestern Freight Bureau, agent, tariffs ICC 4714, 4548, and 4842, respectively.

FSA No. 41660—*Soda ash from points in Virginia, Ohio, and Michigan.* Filed by Traffic Executive Association—Eastern Railroads, agent (E.R. No. 2949), for interested rail carriers. Rates on soda ash, in bulk, in covered hopper cars, in carloads, as described in the application, from Saltville, Va., to Carteret and Woodbridge, N.J., and from Painesville, Ohio, and Detroit, Mich., groups, to Woodbridge, N.J.

Grounds for relief—Market competition.

Tariffs—Supplement 293 to Traffic Executive Association—Eastern Railroads, agent, tariff ICC C-383, and supplement 13 to Norfolk and Western Railway Co. tariff I.C.C. 10028.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[P.R. Doc. 69-7248; Filed, June 18, 1969;
8:47 a.m.]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

JUNE 13, 1969.

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 of Ex Parte No. MC-67 (49 CFR 340) 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 of 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 protests must certify that such service has been made. The protests must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six copies.

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

MOTOR CARRIERS OF PROPERTY

No. MC 51146 (Sub-No. 137 TA), filed June 9, 1969. Applicant: SUCHNEIDER TRANSPORT & STORAGE, INC., 817 McDonald Street, Green Bay, Wis. 54306. Applicant's representative: D. J. Schneider (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Paper and paper products, and materials, equipment, and supplies used in the manufacture and distribution of paper and paper products, between Marshall, Mich., on the one hand, and on the other hand, points in Delaware, Illinois, Indiana, Iowa, Kentucky, Maryland, Michigan, Minnesota, Missouri, New Jersey, New York, Ohio, Pennsylvania, Tennessee, Virginia, Wisconsin, and the District of Columbia, for 180 days.* Supporting shipper: St. Regis Paper Co., Folding Carton Division, 820 Industrial Road, Marshall, Mich. 49068. Send protests to: District Supervisor Lyle D. Helfer, Interstate Commerce Commission, Bureau of Operations, 135 West Wells Street, Room 807, Milwaukee, Wis. 53203.

No. MC 75835 (Sub-No. 8 TA), filed June 9, 1969. Applicant: EDGAR W. ROOT, INC., 57 West Silver Street, Westfield, Mass. 01085. Applicant's representative: William L. Mobley, 1694 Main Street, Springfield, Mass. 01103. Authority sought to operate as a com-

mon carrier, by motor vehicle, over irregular routes, transporting: *Such merchandise as is dealt in by retail department stores and catalog order houses and related advertising material, between Sears, Roebuck & Co. facilities located in Springfield, West Springfield, and Westfield, Mass., on the one hand, and, on the other, points in Litchfield, Hartford, and Tolland Counties, Conn., for 150 days.* Supporting shipper: Sears, Roebuck & Co., Post Office Box 8742, Philadelphia, Pa. 19132. Send protests to: District Supervisor Joseph W. Balin, Bureau of Operations, Interstate Commerce Commission, Room 338, Federal Building, Springfield, Mass. 01103.

No. MC 85934 (Sub-No. 52 TA), filed June 10, 1969. Applicant: MICHIGAN TRANSPORTATION COMPANY, 3601 Wyoming Avenue, Dearborn, Mich. 48120. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid fertilizer, in bulk, in tank vehicles, from Akron, Mich., to Delta, Ohio, for 150 days.* Supporting shipper: Vistron Corp., Midland Building, Cleveland, Ohio 44115. Send protests to: District Supervisor Gerald J. Davis, Interstate Commerce Commission, Bureau of Operations, 1110 Broderick Tower, Detroit, Mich. 48226.

No. MC 133793 TA, filed June 9, 1969. Applicant: WILEY J. LAMBERT, JR., doing business as U.S. CONTRACT CARRIERS, 3131 South Bristol, Santa Ana, Calif. 92704. Applicant's representative: Donald Murchison, 211 South Beverly Drive, Beverly Hills, Calif. 90212. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Ordnance, engineer, signal, and quartermaster materials, equipment, and supplies, or component parts thereof (except commodities in bulk and household goods) from the plant-sites and warehouses of Atlas Fabricators, Inc., located within Los Angeles, County, Calif., to points in Arizona, Arkansas, California, Indiana, Nevada, New Jersey, New Mexico, New York, Ohio, Oklahoma, Pennsylvania, Tennessee, Texas, Utah, Virginia, and Washington, for 150 days.* Supporting shipper: Atlas Fabricators, Inc., 6375 Paramount Boulevard, Long Beach, Calif. 90805. Send protests to: District Supervisor Robert G. Harrison, Interstate Commerce Commission, Bureau of Operations, Room 7703, Federal Building, 300 North Los Angeles Street, Los Angeles, Calif. 90012.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[P.R. Doc. 69-7199; Filed, June 17, 1969;
8:49 a.m.]

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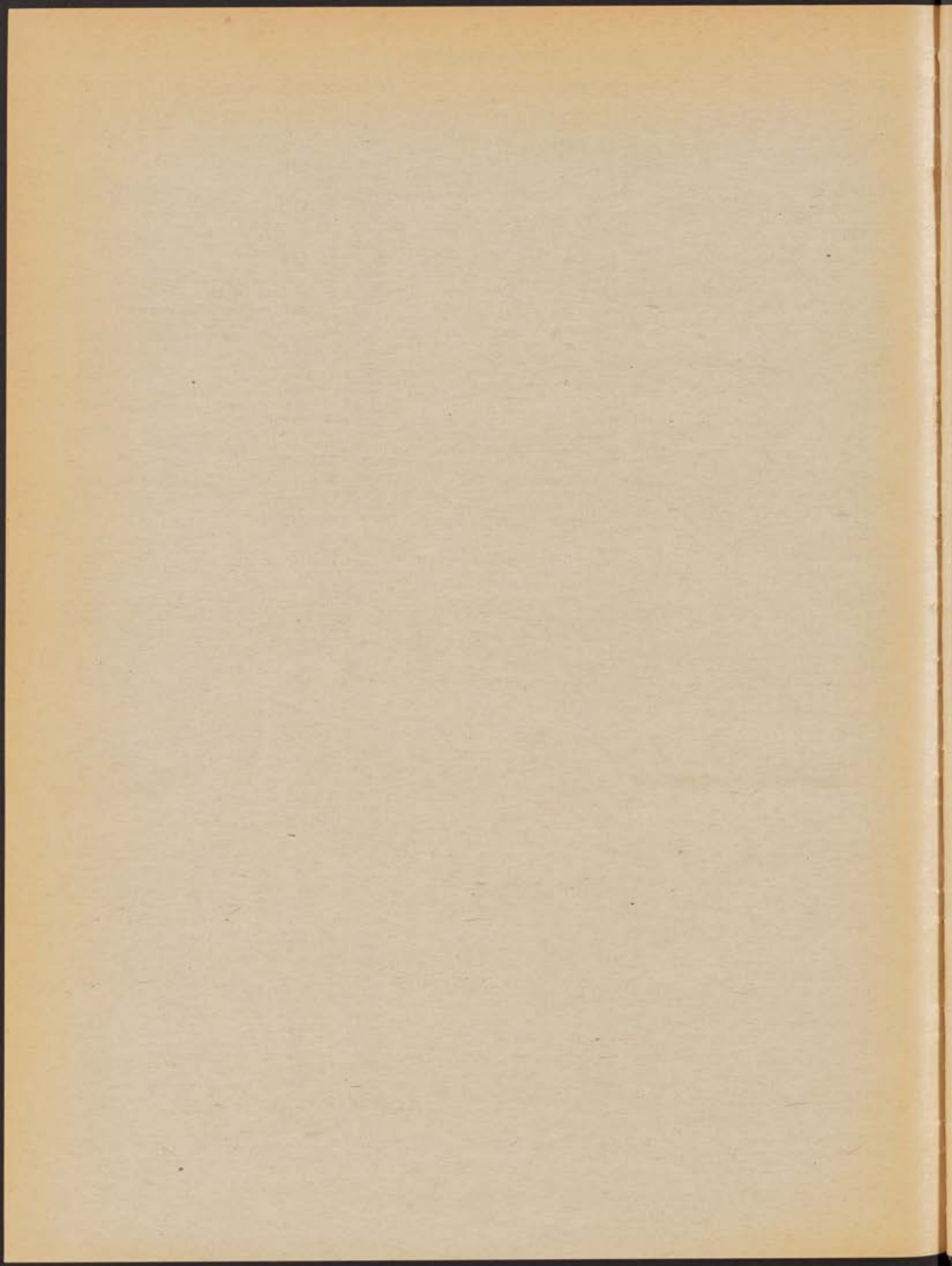
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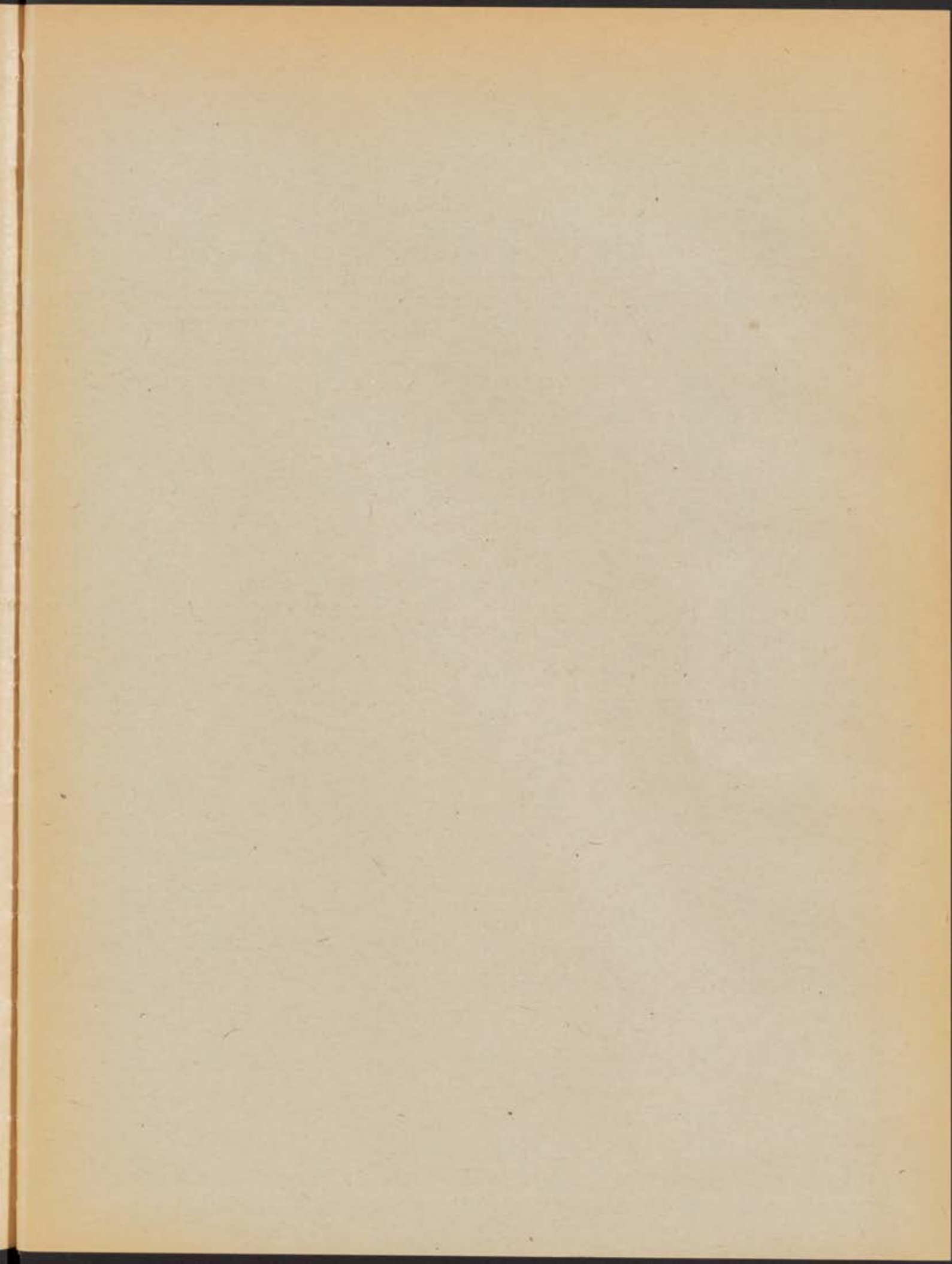
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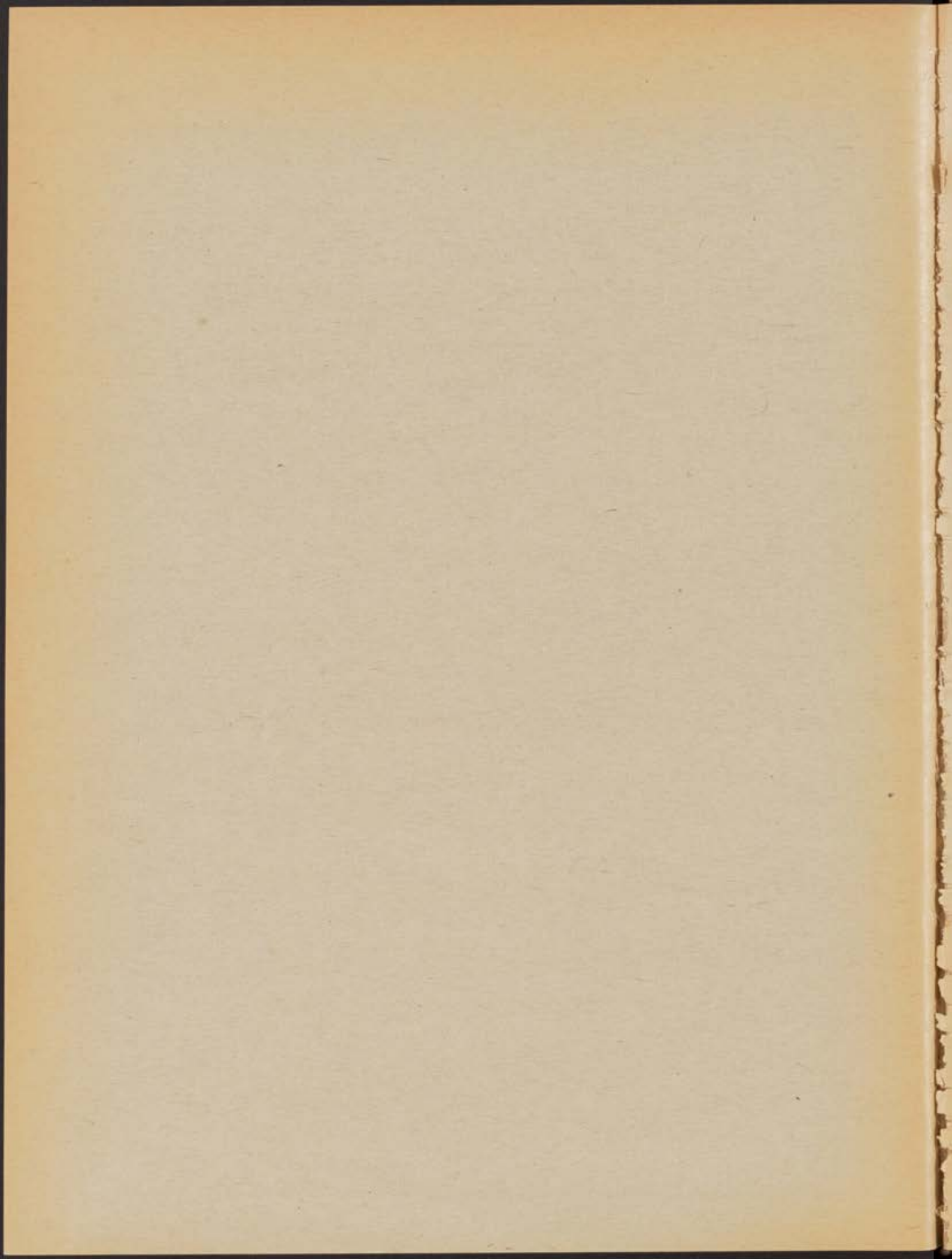
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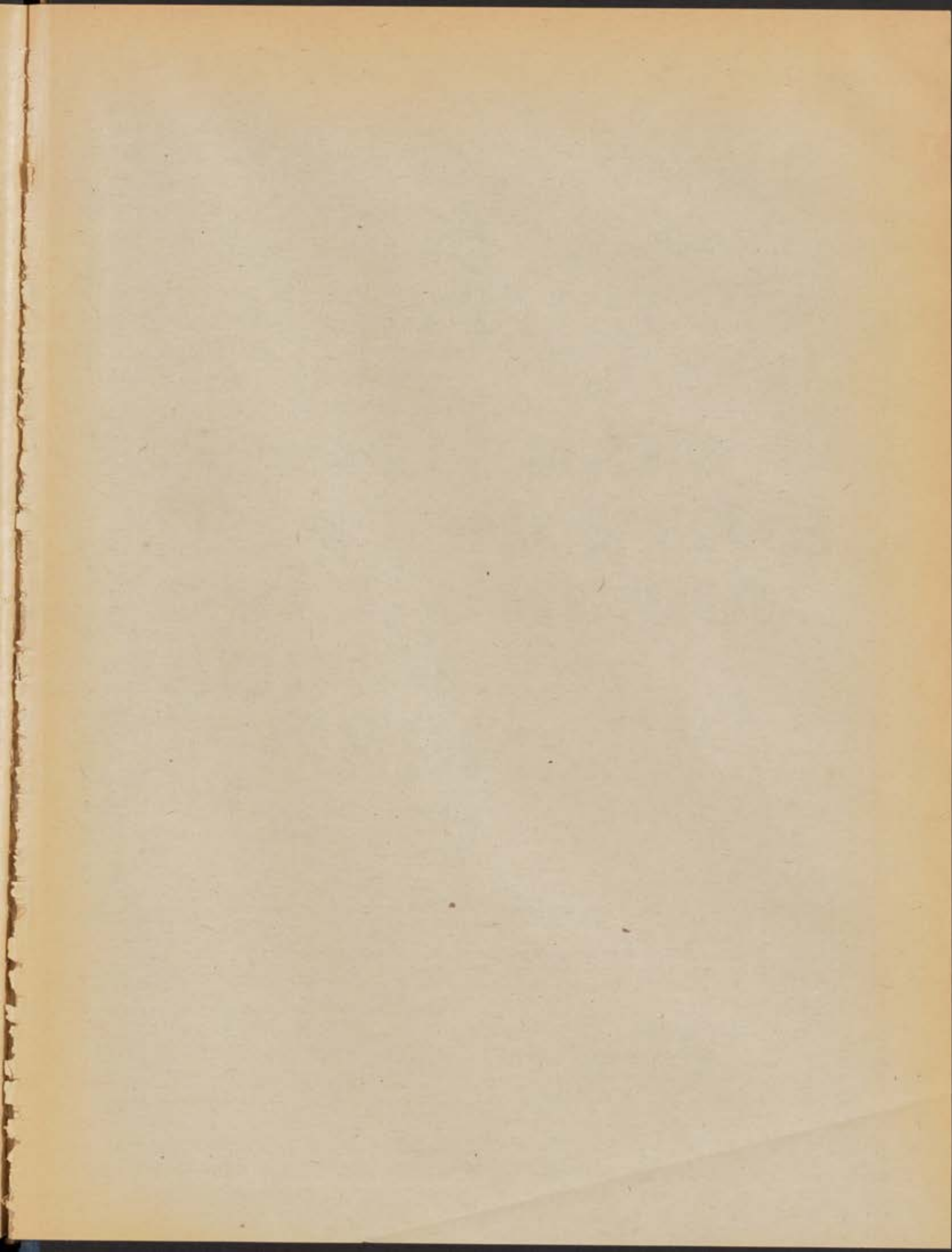
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