

# FEDERAL REGISTER

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Pages 14265-14310

Agencies in this issue—

The President  
Atomic Energy Commission  
Business and Defense Services  
Administration  
Civil Aeronautics Board  
Consumer and Marketing Service  
Federal Aviation Administration  
Federal Communications Commission  
Federal Reserve System  
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Interstate Commerce Commission  
Land Management Bureau  
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## Title 3—THE PRESIDENT

### Proclamation 3927

#### NATIONAL EMPLOY THE PHYSICALLY HANDICAPPED WEEK, 1969

By the President of the United States of America

#### A Proclamation

During the past three decades, this Nation has made great progress in helping handicapped Americans find work. Seven million men and women have overcome disabilities and found a place for themselves in industry, commerce, and the professions.

As favorable as are the statistics documenting this achievement, there are still many handicapped persons in need of rehabilitation. Programs are needed which will continue and expand the work which has already been done.

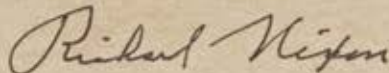
Yet even the best programs are not enough if they are not matched by a growth of understanding on the part of employers and the public at large. Misconceptions concerning disability must be supplanted by facts.

We must help the physically handicapped not only because it enables them to build better lives, but also because an American who is employed despite his handicap can help to build a better nation for all of us.

NOW, THEREFORE, I, RICHARD NIXON, President of the United States of America, in accordance with the joint resolution of Congress approved August 11, 1945 (59 Stat. 530), designating the first full week of October of each year as National Employ the Physically Handicapped Week, do hereby call upon the people of our Nation to observe the week beginning October 5, 1969, for such purpose.

During that week I urge all the Governors of States, mayors of cities, and other public officials, as well as leaders of industry, educational and religious groups, labor, civic, veterans', agricultural, women's, scientific, professional, and fraternal organizations, and all other interested organizations and individuals, including the handicapped themselves, to participate in this observance.

IN WITNESS WHEREOF, I have hereunto set my hand this ninth day of September, in the year of our Lord nineteen hundred sixty-nine, and of the Independence of the United States of America, the one hundred ninety-fourth.



[F.R. Doc. 69-10937; Filed, Sept. 10, 1969; 10:28 a.m.]

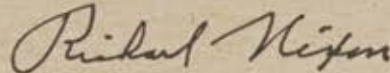




## Executive Order 11479

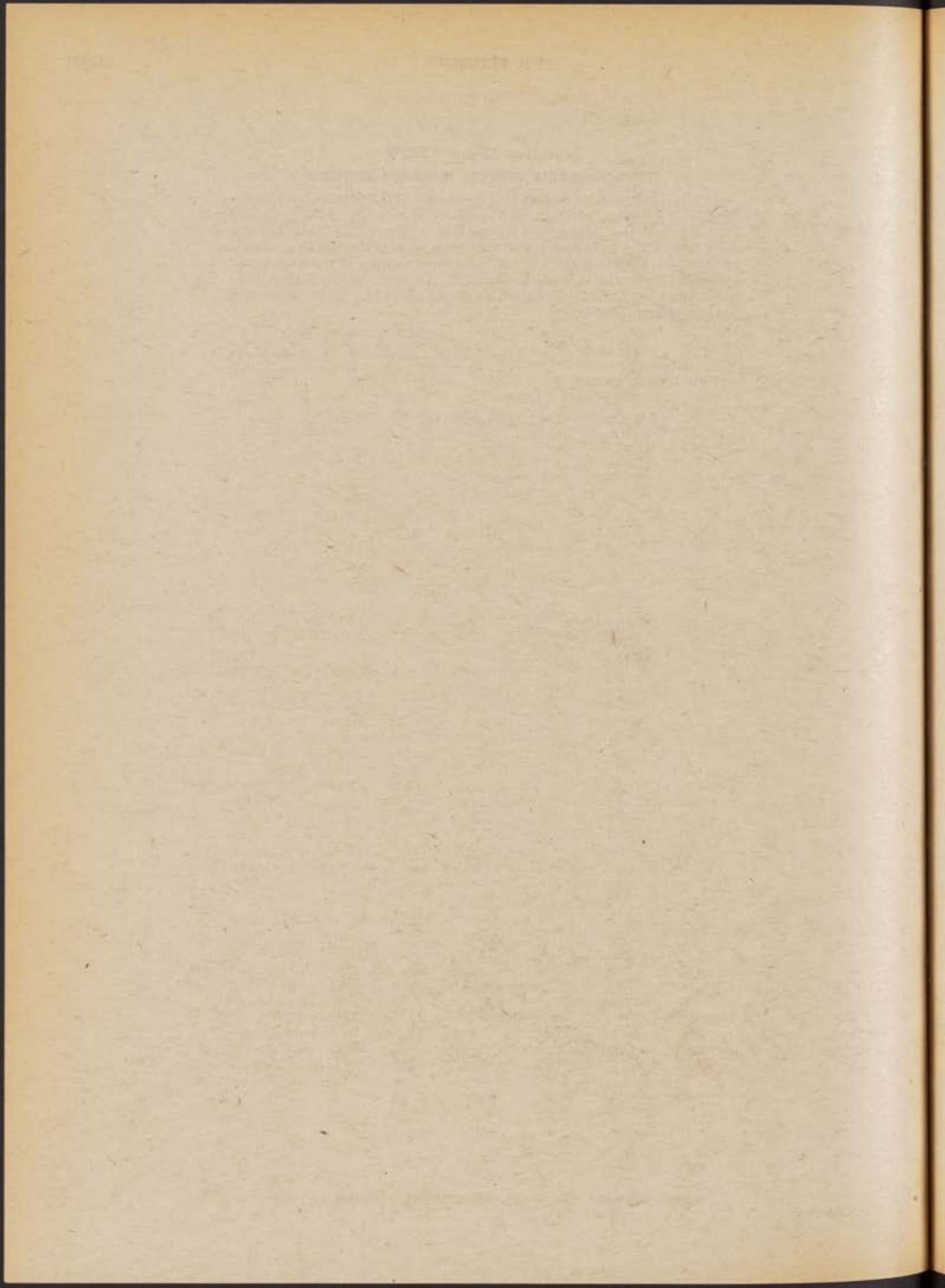
## THE HONORABLE EVERETT MCKINLEY DIRKSEN

As an added mark of respect to the memory of the Honorable Everett McKinley Dirksen, late Minority Leader and Member of the Senate of the United States, it is hereby ordered that the flag of the United States shall be flown at half-staff on all buildings, grounds, and naval vessels of the Federal Government in the metropolitan area of the District of Columbia from the day of death until interment, as the flag will be flown in his home State of Illinois under the provisions of Proclamation 3044 of March 1, 1954.



THE WHITE HOUSE,  
*September 8, 1969.*

[F.R. Doc. 69-10940; Filed, Sept. 10, 1969; 11:25 a.m.]





## Executive Order 11480

THE PRESIDENT'S COMMITTEE ON EMPLOYMENT OF THE  
HANDICAPPED

By virtue of the authority vested in me as President of the United States, and in order to provide for the carrying out of the provisions of the Joint Resolution approved July 11, 1949, ch. 302, 63 Stat. 409, as amended, and the provisions of section 8 of the Vocational Rehabilitation Act, as amended (29 U.S.C. 38), it is ordered as follows:

**SECTION 1. *Establishment and composition of the President's Committee.*** (a) There is hereby established the President's Committee on Employment of the Handicapped (hereinafter referred to as the Committee or as the President's Committee).

(b) The Committee shall be composed of a Chairman and not more than four Vice Chairmen, who shall be appointed by and serve at the pleasure of the President, and of so many other members as may be appointed thereto from time to time by the Chairman of the President's Committee from among persons (including representatives of organizations) who can contribute to the achievement of the objectives of the Committee. Members appointed by the Chairman shall be appointed for a term of three years and may be reappointed. The Chairman of the President's Committee may at any time terminate the service of any member of the President's Committee, except any member appointed by the President.

(c) The Chairman of the President's Committee, upon the advice of the Executive Committee (hereinafter provided for), may designate as, or invite to be, associate members of the President's Committee any heads of Federal departments and agencies which have responsibility for rehabilitation services or promotional activities touching the field of interest of the Committee or which are leading employers of handicapped personnel.

(d) Representatives of industry, labor, public and private agencies, and other concerned organizations and individuals may be invited to attend meetings of the Committee.

**SEC. 2. *Functions of the Committee.*** The President's Committee shall facilitate the development of maximum employment opportunities for the physically handicapped, mentally retarded, and mentally restored. To this end the Committee shall supply information to employers, labor unions, and national and international organizations, conduct a program of public education, promote cooperation between organizations and agencies, and enlist the support of Federal officials, State and local officials, Governors' and local Committees on Employment of the Handicapped, professional organizations, organized labor, and appropriate international organizations. In carrying out the functions vested in it by section 8 of the Vocational Rehabilitation Act, as amended, the Committee shall work closely with the Department of Labor, Department of Health, Education, and Welfare, the Veterans Administration, State employment-security agencies, and State vocational rehabilitation agencies.

**SEC. 3. *Executive Committee.*** (a) There is hereby established the Executive Committee of the President's Committee on Employment of the Handicapped. The Executive Committee shall be composed of the Chairman of the President's Committee, who shall also be the Chairman of the Executive Committee, the Vice Chairmen of the President's Committee, and so many additional members as will provide an Executive Committee of not less than fifteen and not more than fifty members. The said additional members shall be appointed annually by the Chairman of the President's Committee, from among the members of the President's Committee or otherwise. The Chairman of the President's Committee may at any time terminate the service of any member of the Executive Committee.



(b) The Executive Committee shall advise and assist the Chairman of the President's Committee in the conduct of the business of the President's Committee and, as authorized by the President's Committee or the Chairman thereof (with due regard for the responsibilities of other Federal agencies), shall study the problems of the handicapped in obtaining and retaining suitable employment, invite authorities in the various professional, technical, and other pertinent fields to assist in the exploration of those problems, and review and develop plans and projects for promoting the employment of the handicapped.

SEC. 4. *Advisory Council.* There is hereby established the Advisory Council on Employment of the Handicapped, which shall advise the President's Committee with respect to the responsibilities of the Committee. The Council shall be composed of the Chairman of the President's Committee, who shall also be the Chairman of the Council, and of the following-named officers, or their respective alternatives: The Secretary of Agriculture, the Secretary of Commerce, the Secretary of Labor, the Secretary of Health, Education, and Welfare, the Secretary of Housing and Urban Development, the Secretary of Transportation, the Administrator of Veterans' Affairs, and the Chairman of the United States Civil Service Commission.

SEC. 5. *Administrative and incidental matters.* (a) The President's Committee, the Executive Committee, and the Advisory Council shall each meet on call of the Chairman of the President's Committee at a time and place designated by him. In the case of the President's Committee and the Executive Committee, the Chairman shall call at least one meeting and two meetings, respectively, to be held during each calendar year.

(b) In the absence of designation by the President, the Chairman of the President's Committee may from time to time designate a Vice Chairman of the President's Committee to be one or more of the following-named in the absence of the Chairman: Acting Chairman of the President's Committee, Acting Chairman of the Executive Committee, and Acting Chairman of the Advisory Council. The Chairman of the President's Committee shall from time to time assign other duties to the Vice Chairman thereof.

(c) The Chairman of the President's Committee shall on behalf of the President direct the President's Committee and its functions.

(d) The Chairman may from time to time prescribe such necessary rules, procedures, and policies relating to the President's Committee, the Executive Committee, and the Advisory Council, and their affairs, as are not inconsistent with law or with the provisions of this order.

(e) The Vice Chairmen shall advise and counsel the Committee and shall represent the Committee on appropriate occasions.

(f) All members (including the Chairman and Vice Chairmen) of the President's Committee, the Executive Committee, and the Advisory Council shall serve without compensation. The Chairman and the Vice Chairmen of the President's Committee may receive transportation and per diem allowances as authorized by law for persons serving without compensation.

(g) Employees of the President's Committee shall be appointed, subject to law, and shall be directed, by the Chairman of the Committee. To such extent as may be mutually arranged by the Chairman of the Committee and the Secretary of Labor, employees of the Committee shall be subject to the administrative rules, regulations, and procedures of the Department of Labor.

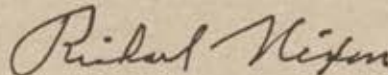


(h) The Department of Labor is requested to make available to the President's Committee necessary office space and to furnish the Committee, under such arrangements respecting financing as may be appropriate, necessary equipment, supplies, and services. The estimates of appropriations for the operations of the Committee shall be included within the framework of the appropriation structure of the Department of Labor, in such manner as the Director of the Bureau of the Budget may prescribe. The Chairman of the Committee, in cooperation with the Assistant Secretary for Administration of the Department of Labor, shall be responsible for the preparation and justification of the estimates of appropriations for the Committee.

SEC. 6. *Prior orders; transition.* (a) To the extent that this order is inconsistent with any provision of any prior order, or with any provision of any regulation or other measure or disposition, heretofore issued, made, or taken by the President or by any other officer of the executive branch of the Government, this order shall control. Executive Order No. 10994 of February 14, 1962, and Executive Order No. 11018 of April 27, 1962, are hereby superseded.

(b) Without further action by the President or the Chairman of the Committee, all members, employees, records, property, funds, and pending business of the President's Committee on Employment of the Handicapped provided for in Executive Order No. 10994 of February 14, 1962, as amended, shall on the date of this order become members, employees, records, property, funds and pending business of the Committee established by this order.

(c) The tenure of persons as members of the Committee in pursuance of the provisions of section 6(b) of this order, (i), in the case of persons appointed to the predecessor Committee by the President, shall be at the pleasure of the President, and (ii), in the case of other members, shall be for periods equal to their respective unexpired terms under Executive Order No. 10994, as amended, but shall also be subject to the provisions of the last sentence of section 1(b) of this order.



THE WHITE HOUSE,  
September 9, 1969.

[F.R. Doc. 69-10941; Filed, Sept. 10, 1969; 11:25 a.m.]



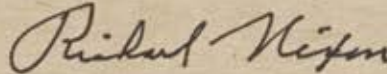


## Executive Order 11481

## THE HONORABLE EVERETT MCKINLEY DIRKSEN

In further respect to the memory of the Honorable Everett McKinley Dirksen, late Minority Leader of the Senate of the United States, I direct that on the day of his interment, September 11, 1969, the flag of the United States shall be flown at half-staff on all buildings, grounds and naval vessels of the Federal Government in the District of Columbia and throughout the United States and its Territories and possessions.

I also direct that the flag shall be flown at half-staff for the same length of time at all United States embassies, legations, consular offices, and other facilities abroad, including all military facilities and naval vessels and stations.



THE WHITE HOUSE,  
September 10, 1969.

[F.R. Doc. 60-10942; Filed, Sept. 10, 1969; 11:39 a.m.]





# Rules and Regulations

## Title 12—BANKS AND BANKING

### Chapter II—Federal Reserve System SUBCHAPTER A—BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM

#### PART 265—RULES REGARDING DELEGATION OF AUTHORITY

##### Specific Functions Delegated to Board Employees and Federal Reserve Banks

1. Effective immediately, § 265.2(c) is amended by adding subparagraph (13) and § 265.2(f) is amended by adding subparagraph (17), as follows:

§ 265.2 Specific functions delegated to Board employees and Federal Reserve Banks.

(c) The Director of the Division of Supervision and Regulation (or in his absence, the Acting Director) is authorized:

(13) Under the provisions of §§ 207.2 (f), 220.2(e), and 221.3(d) of this chapter (Regulations G, T, and U, respectively) to approve issuance of the list of OTC margin stocks and to add, omit, or remove any stock in circumstances indicating that such change is necessary or appropriate in the public interest.

(f) Each Federal Reserve Bank is authorized, as to member banks or other indicated organizations headquartered in its district:

(17) Under the provisions of § 207.1 (b) of this chapter (Regulation G), to approve applications for termination of registration by persons who are registered pursuant to § 207.1(a) of this chapter.

2a. The purpose of these amendments is to delegate certain functions of the Board relating to administration of margin requirements (Regulations G, T, and U) so far as they apply to securities traded over the counter.

b. The provisions of section 553 of title 5, United States Code, relating to notice and public participation and to deferred effective dates, were not followed in connection with the adoption of this amendment, because the rules contained therein are procedural in nature and accordingly do not constitute substantive rules subject to the requirements of such section.

Adopted September 4, 1969.

By order of the Board of Governors.

[SEAL] ROBERT P. FORRESTAL,  
Assistant Secretary.

[F.R. Doc. 69-10804; Filed, Sept. 10, 1969;  
8:45 a.m.]

## Title 7—AGRICULTURE

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

[Valencia Orange Reg. 293]

#### PART 908—VALENCIA ORANGES GROWN IN ARIZONA AND DESIG- NATED PART OF CALIFORNIA

##### Limitation of Handling

##### § 908.593 Valencia Orange Regulation 293.

(a) Findings. (1) Pursuant to the marketing agreement, as amended, and Order No. 908, as amended (7 CFR Part 908), 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 September 9, 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 September 12, 1969, through September 18, 1969, are hereby fixed as follows:

- (i) District 1: 400,000 cartons;
- (ii) District 2: 404,193 cartons;
- (iii) District 3: 12,000 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: September 10, 1969.

PAUL A. NICHOLSON,  
Acting Director, Fruit and Veget-  
able Division, Consumer and  
Marketing Service.

[F.R. Doc. 69-10938; Filed, Sept. 10, 1969;  
11:25 a.m.]

#### PART 981—ALMONDS GROWN IN CALIFORNIA

##### Expenses of the Almond Control Board and Rate of Assessment for the 1969-70 Crop Year

Notice was published in the August 23, 1969, issue of the FEDERAL REGISTER (34 F.R. 13601) regarding proposed expenses of the Almond Control Board for the 1969-70 crop year and rate of assessment for that crop year, pursuant to §§ 981.80 and 981.81 of the marketing agreement, as amended, and Order No. 981 as amended (7 CFR Part 981), regulating the handling of almonds grown in California. The marketing agreement and order are effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674).

The notice afforded interested persons an opportunity to submit written data, views, or arguments with respect to the proposal. None were submitted within the prescribed time.

After consideration of all relevant matter presented, including that in the notice, the information and recommendations submitted by the Control Board, and other available information, it is found that the expenses of the Control Board and rate of assessment for the crop year beginning July 1, 1969 shall be as follows:



### § 981.319 Expenses of the Control Board and rate of assessment for the 1969-70 crop year.

(a) *Expenses.* Expenses in the amount of \$90,000 are reasonable and likely to be incurred by the Control Board during the crop year beginning July 1, 1969, for its maintenance and functioning and for such purposes as the Secretary may, pursuant to the provisions of this part, determine to be appropriate.

(b) *Rate of assessment.* The rate of assessment for said crop year, payable by each handler in accordance with § 981.81, is fixed at 0.085 cent per pound of almonds (kernel weight basis).

It is found that good cause exists for not postponing the effective time of this action until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 553) in that: (1) The relevant provisions of said marketing agreement and this part require that the rate of assessment fixed for a particular crop year shall be applicable to all almonds received by handlers for their own accounts during such crop year; and (2) the current crop year began on July 1, 1969, and the rate of assessment herein fixed will automatically apply to all such almonds beginning with that date.

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

Dated: September 8, 1969.

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

[F.R. Doc. 69-10846; Filed, Sept. 10, 1969; 8:48 a.m.]

### PART 987—DOMESTIC DATES PRODUCED OR PACKED IN A DESIGNATED AREA OF CALIFORNIA

#### Expenses of the Date Administrative Committee and Rate of Assessment for the 1969-70 Crop Year

Notice was published in the August 27, 1969, issue of the FEDERAL REGISTER (34 F.R. 13704) regarding proposed expenses of the Date Administrative Committee for the 1969-70 crop year and rate of assessment for that crop year. This current action approves such expenses and assessment rate, and is pursuant to §§ 987.71 and 987.72 of the marketing agreement, as amended, and Order No. 987, as amended (7 CFR Part 987). The amended marketing agreement and order regulate the handling of domestic dates produced or packed in a designated area of California, and are effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674).

The notice afforded interested persons an opportunity to submit written data, views, or arguments on the proposal. None were submitted within the prescribed time.

After consideration of all relevant matter presented, including that in the notice, the information and recommendations submitted by the Date Administrative Committee, and other available information, it is found that the expenses

of the Date Administrative Committee and the rate of assessment for the 1969-70 crop year (which began August 1, 1969, and ends July 31, 1970), shall be as follows:

### § 987.314 Expenses of the Date Administrative Committee and rate of assessment for the 1969-70 crop year.

(a) *Expenses.* Expenses in the amount of \$127,600 are reasonable and likely to be incurred by the Date Administrative Committee during the 1969-70 crop year beginning August 1, 1969, for its maintenance and functioning and for such other purposes as the Secretary may, pursuant to the applicable provisions of this part, determine to be appropriate.

(b) *Rate of assessment.* The rate of assessment for that crop year which each handler is required, pursuant to § 987.72, to pay to the Date Administrative Committee as his pro rata share of the expenses is fixed at 40 cents per hundred-weight on all assessable dates. Assessable dates are dates which the handler has certified during the crop year as meeting the requirements for marketable dates, including the eligible portion of any field-run dates certified and set aside or disposed of pursuant to § 987.45(f).

It is further found that good cause exists for not postponing the effective time of this action until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 553) in that: (1) The relevant provisions of said marketing agreement and this part require that the rate of assessment fixed for a particular crop year shall be applicable to all dates certified during that crop year as meeting the requirements for marketable dates, including the eligible portion of certain field-run dates; and (2) the current crop year began August 1, 1969, and the rate of assessment herein fixed will automatically apply to all such dates beginning with that date.

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

Dated: September 8, 1969.

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

[F.R. Doc. 69-10847; Filed, Sept. 10, 1969; 8:48 a.m.]

## Title 14—AERONAUTICS AND SPACE

### Chapter I—Federal Aviation Administration, Department of Transportation

[Docket No. 69-CE-22-AD; Amdt. 39-839]

#### PART 39—AIRWORTHINESS DIRECTIVES

##### Beech Models 99 and 99A Airplanes

Recent investigations have established that a potentially hazardous condition exists in the longitudinal control of Beech Models 99 and 99A airplanes. A malfunction or misuse of the trim system

can result in unexpected changes in the control wheel forces which will allow the pilot's hands to slide on the control wheel in such a manner as to prevent him from reaching the trim system disconnect switch located on the control wheel. As part of a continuing program to reduce this hazard, the manufacturer has developed a modification by installing pilot and copilot control wheel handgrips to eliminate this slipperiness. Beech Service Instructions No. 0265-156 covers the installation of these handgrips.

Since this condition exists in all model airplanes of the same type design, an airworthiness directive is being issued which will require within 25 hours' time in service after the effective date of this airworthiness directive the installation of the control wheel handgrips in accordance with said Service Instructions.

Since immediate action is required in the interest of safety, compliance with the notice and public procedure provisions of the Administrative Procedure Act is not practical and good cause exists for making this amendment effective in less than thirty (30) days.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (31 F.R. 13697), section 39.13 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

BEECH. Applies to Models 99 and 99A (Serial Nos. U-1 through U-134) airplanes.

Compliance: Required within the next 25 hours' time in service after the effective date of this airworthiness directive, unless already accomplished.

To eliminate control wheel slipperiness, accomplish the following:

Install handgrips on both the pilot's and copilot's control wheel in accordance with Beech Service Instructions No. 0265-156, or later Federal Aviation Administration approved revision, or an equivalent approved by the Chief, Engineering and Manufacturing Branch, Federal Aviation Administration, Central Region.

This amendment becomes effective September 11, 1969.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1423; sec. 6(c) Department of Transportation Act (49 U.S.C. 1655(c))

Issued in Kansas City, Mo., on September 3, 1969.

EDWARD MARSH,  
Director, Central Region.

[F.R. Doc. 69-10827; Filed Sept. 10, 1969; 8:47 a.m.]

[Airspace Docket No. 69-80-87]

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

#### Alteration of Control Zone

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the Tuscaloosa, Ala., control zone.

The Tuscaloosa control zone is described in § 71.171 (34 F.R. 4557).

U.S. Standards for Terminal Instrument Procedures (TERPs), issued after



extensive consideration and discussion with Government agencies concerned and affected industry groups, are now being applied to update the criteria for instrument approach procedures. The criteria for the designation of controlled airspace for the protection of these procedures was revised to conform to TERPs and achieve increased and efficient utilization of airspace.

Because of this revised criteria, it is necessary to alter the control zone description by increasing the width of the extension predicated on the Tuscaloosa VORTAC 061° and 241° radials from 2 to 3 miles and increasing the length of the extension from 8 miles to 8.5 miles northeast of the VORTAC.

In view of the foregoing, notice and public procedure hereon are unnecessary and action is taken herein to amend the description accordingly.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective immediately, as hereinafter set forth.

In § 71.171 (34 F.R. 4557), the Tuscaloosa, Ala., control zone is amended to read:

**TUSCALOOSA, ALA.**

Within a 5-mile radius of Van De Graaff Airport (latitude 33°13'10" N., longitude 87°38'45" W.); within 3 miles each side of the Tuscaloosa VORTAC 061° and 241° radials, extending from the 5-mile radius zone to 8.5 miles northeast of the VORTAC.

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

Issued in East Point, Ga., on August 28, 1969.

**GORDON A. WILLIAMS, Jr.,**  
Acting Director, Southern Region.

[F.R. Doc. 69-10828; Filed, Sept. 10, 1969; 8:47 a.m.]

[Airspace Docket No. 69-SO-85]

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

**Alteration of Control Zone and Transition Area**

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the Crossville, Tenn., control zone and transition area.

The Crossville control zone is described in § 71.171 (34 F.R. 4557) and the transition area is described in § 71.181 (34 F.R. 4637).

U.S. Standards for Terminal Instrument Procedures (TERPs), issued after extensive consideration and discussion with Government agencies concerned and affected industry groups, are now being applied to update the criteria for instrument approach procedures. The criteria for the designation of controlled airspace for the protection of these procedures was revised to conform to TERPs and achieve increased and efficient utilization of airspace.

Additionally, revised instrument approach procedures reflect a change in

the procedure turn altitudes for Crossville Memorial Airport that permits a substantial reduction in the length and width of the transition area extensions. Current airspace criteria appropriate to IFR departures requires an increase in the transition area basic radius circle from 6 to 6.5 miles and a decrease in the control zone extension of 1.5 miles.

Since these amendments are minor in nature and impose no additional burden on the public, notice and public procedure hereon are unnecessary and action is taken herein to amend the descriptions accordingly.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., August 28, 1969, as hereinafter set forth.

In § 71.171 (34 F.R. 4557), the Crossville, Tenn., control zone is amended as follows: " \* \* \* to the VORTAC." is deleted and " \* \* \* to 1.5 miles northwest of the VORTAC." is substituted therefor.

In § 71.181 (34 F.R. 4637), the Crossville, Tenn., transition area is amended to read:

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Crossville Memorial Airport (latitude 35°57'05" N., longitude 85°05'05" W.); within 2 miles each side of the Crossville VORTAC 334° radial, extending from the 6.5-mile radius area to the VORTAC; within 3 miles each side of the 063° bearing from the Crossville RBN (latitude 35°58'06" N., longitude 84°59'40" W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

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

Issued in East Point, Ga., on August 28, 1969.

**GORDON A. WILLIAMS, Jr.,**  
Acting Director, Southern Region.

[F.R. Doc. 69-10829; Filed, Sept. 10, 1969; 8:47 a.m.]

[Airspace Docket No. 69-WE-64]

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

**Alteration of Transition Area**

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the description of the Greeley, Colo., transition area.

The criteria for establishment of transition areas has recently been changed. Accordingly it is necessary to designate a small additional amount of 700-foot transition area to protect aircraft executing the VOR approach procedure during descent below 1,500 feet above the surface.

Since this change is minor in nature and imposes no additional burden on any person, notice and public procedure are unnecessary.

In view of the foregoing, in § 71.181 (34 F.R. 4637) the description of the Greeley, Colo., transition area is amended to read as follows:

**GREELEY, COLO.**

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Weld County Airport (latitude 40°25'35" N., longitude 104°37'45" W.) and within 3.5 miles each side of the Gill VOR 038° and 218° radials extending from the 6-mile radius area to 11 miles northeast of the VOR; that airspace extending upward from 1,200 feet above the surface within 10 miles northwest and 7 miles southeast of the Gill VOR 038° and 218° radials, extending from 20 miles northeast to 13 miles southwest of the VOR.

*Effective date.* This amendment shall be effective 0901 G.m.t., November 13, 1969.

Issued in Los Angeles, Calif., on August 28, 1969.

**LEE E. WARREN,**  
Acting Director, Western Region.

[F.R. Doc. 69-10830; Filed, Sept. 10, 1969; 8:47 a.m.]

[Airspace Docket No. 69-CE-23]

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

**Designation of Transition Area**

*Correction*

In F.R. Doc. 69-10208 appearing at page 13698 in the issue of Wednesday, August 27, 1969, the eighth line of the Jacksonville, Ill. transition area reading: "northwest of the airport, excluding the port;" should read "northwest of the airport; and that airspace".

**Chapter II—Civil Aeronautics Board**

**SUBCHAPTER A—ECONOMIC REGULATIONS**

[Reg. ER-588]

**PART 250—PRIORITY RULES, DENIED BOARDING COMPENSATION TARIFFS AND REPORTS OF UNACCOMMODATED PASSENGERS**

**Alternate Transportation Provided Passengers Denied Boarding**

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 4th day of September 1969.

In a notice of proposed rule making, dated May 15, 1969 (EDR-164, 34 F.R. 7915) the Board proposed certain amendments to Part 250 of the economic regulations. The amendments would revise the exception to eligibility for denied boarding compensation where the carrier arranged alternate transportation for the passenger (§ 250.6(b)) and other minor revisions of the rule were proposed.

Comments have been received pursuant to the notice and have been given full consideration. For the reasons hereinafter set forth and those announced

<sup>1</sup> From Air West, Delta Air Lines, Eastern Air Lines, Frontier Airlines, Mohawk Airlines, Pan American World Airways, Trans World Airlines, United Air Lines, Air Wisconsin, Hub Airlines, East Coast Airlines, and Puerto Rico International Airlines.



in EDR-164, we have decided to adopt the proposed rule with modifications, and, except as modified, the tentative findings set forth in the explanatory statement to the proposed rule are incorporated herein by reference and made final.

The comments are addressed chiefly to two proposals for amendment of Part 250. The first proposal would have the effect of giving an oversold passenger the option of either accepting denied boarding compensation or accepting "other transportation" arriving at the passenger's stopover or destination at specified time. "Other transportation" would be other than that provided by air carriers or foreign air carriers holding certificates or permits. A number of comments<sup>2</sup> object to the proposal and suggest, in effect, that where a carrier arranges alternate transportation for a denied boarding passenger which is provided by an FAA-certificated, Part 298 air taxi and which arrives at the passenger's stopover or destination within the prescribed time, that the passenger be ineligible for denied boarding compensation.

We shall not adopt this suggestion. We do not feel that a passenger who has reserved space with a certificated carrier should be compelled to accept transportation on light aircraft or forfeit his right to compensation for denied boarding. Such transportation is clearly dissimilar to that which the passenger purchased and the carrier agreed to provide. It should not be offered as alternate transportation on a take-it-or-leave-it basis. The Board has had complaints about the practice of carriers arranging for alternate transportation on light aircraft and the comments indicate that similar complaints have been registered with carriers.

On the other hand, certain comments indicate that in the great majority of cases the services of air taxi operators have been both adequate and satisfactory. Accordingly, it would appear likely that a substantial number of passengers would elect to avail themselves of this arrangement, rather than take compensation and face substantial delay and inconvenience, and the rule so permits.

The proposed rule also would have required that the alternate transportation be provided to the airport at which the direct or connecting flight, on which the passenger holds confirmed reserved space, is planned to arrive. This proposal was motivated by the fact that alternate transportation had sometimes been provided to airports other than those at which passengers planned to arrive, a practice which could cause severe inconvenience to passengers.

A number of carriers object to this proposal. For example, Pan American states that while a passenger can be

severely inconvenienced by alternate transportation which is provided to an airport other than the one at which he planned to arrive, it is equally true that the passenger may not be inconvenienced at all and in fact may even benefit by the change. This point is well taken, and we agree with the suggestion of several carriers that the rule be modified to allow a passenger to elect between denied boarding compensation and arrival at another area airport, since the passenger, not the carrier, is the best judge as to the acceptability of the other airport. We shall accomplish this modification by deleting the definition of "point" and references thereto in § 250.6 (b)<sup>3</sup> and adding a definition "airport" to mean "the airport at which the direct or connecting flight, on which the passenger holds confirmed reserved space, is planned to arrive or some other airport serving the same metropolitan area that is served by the former, provided that transportation to the other airport is accepted (i.e., used) by the passenger."

In addition to the latter modification of the rule as proposed, pursuant to carrier suggestions, certain clarifying revisions to § 250.6 (b)<sup>4</sup> and to CAB Form 251<sup>5</sup> will be made.

Accordingly, the Civil Aeronautics Board amends Part 250 of the Economic Regulations (14 CFR Part 250), effective October 10, 1969, as follows:

1. Amend § 250.1 by revising the definition of "stopover" and adding definitions of "airport" and "comparable air transportation" as follows:

#### § 250.1 Definitions.

For the purposes of this part:

"Airport" means the airport at which the direct or connecting flight, on which the passenger holds confirmed reserved space, is planned to arrive or some other airport serving the same metropolitan area that is served by the former, provided that transportation to the other airport is accepted (i.e., used) by the passenger.

"Carrier" means an air carrier, except a helicopter operator or an air carrier

<sup>2</sup> United objects to a definition of "point" synonymous with airport and urges that it be deleted.

<sup>3</sup> Mohawk states that the proposed amendment should be clarified to provide that the passenger shall be deemed to have accepted "other transportation" if he in fact uses it, and Pan American suggests that the word "for" be placed before "other" to make clear that the passenger has a right of acceptance only as to "other transportation." In addition we believe that the word "either" should be added between "time" and "such arrangement is made" for clarification. Section 250.6 (b) will be revised to read: "The carrier arranges for comparable air transportation or for other transportation accepted (i.e., used) by the passenger, which, at the time either such arrangement is made, is planned to arrive \* \* \*." (Italic words added.)

<sup>4</sup> TWA suggests that the footnote to item 2 be revised to read: "If any passengers qualified for denied boarding compensation were not offered compensation, attach a statement as to the number of such passengers and an explanation of why the offer was not made." The italic words have been added.

conducting intra-Alaska service exclusively, holding a certificate issued by the Board pursuant to section 401(d) (1) and (2) of the Act, authorizing the transportation of persons.

"Comparable air transportation" means transportation provided by air carriers or foreign air carriers holding certificates of public convenience and necessity or foreign permits issued by the Board.

"Confirmed reserve space" means space on a specific date and on a specific flight and class of service of a carrier which has been requested by a passenger and which the carrier or its agent has verified, by appropriate notation on the ticket, as being reserved for the accommodation of the passenger.

"Stopover" means a deliberate interruption of a journey by the passenger, scheduled to exceed 4 hours, at a point between the place of departure and the place of destination.

"Value of the first remaining flight coupon" means the applicable oneway fare, including any surcharge, less any applicable discount.

2. Amend § 250.6 (b) to read as follows:

#### § 250.6 Exceptions to eligibility for denied boarding compensation.

(b) The carrier arranges for comparable air transportation or for other transportation accepted (i.e., used) by the passenger, which, at the time either such arrangement is made, is planned to arrive at the airport of the passenger's next stopover or, if none, at the airport of his destination earlier than, or not later than 2 hours after, the time the direct or connecting flight, on which confirmed reserved space is held, is planned to arrive in the case of interstate and overseas air transportation, or 4 hours after such time in the case of foreign air transportation; or

3. Amend the third paragraph of the statement following § 250.9 to read as follows:

#### § 250.9 Written explanation of denied boarding compensation.

In order to qualify for such compensation a passenger must have complied fully with the carrier's requirements as to ticketing, check-in, and reconfirmation procedures and be acceptable for transportation under the carrier's tariff. However, a passenger is not eligible for compensation if (a) the flight for which the passenger holds confirmed reserved space is unable to accommodate him because of Government requisition of space or substitution of equipment of lesser capacity for operational and/or safety reasons; (b) the carrier arranges for comparable air transportation<sup>6</sup> or for other transportation accepted (i.e., used) by the passenger, which, at the time either such arrangement is made, is

<sup>6</sup> "Comparable air transportation" means transportation provided by air carriers or foreign air carriers holding certificates of public convenience and necessity or foreign permits issued by the Board.

<sup>2</sup> It may be noted that the four air taxi operators filing comments are under the impression that under the proposed rule "an airline could not provide transportation by air taxi operations." This is not, of course, the case.



planned to arrive at the airport of the passenger's next stopover or, if none, at the airport of his destination earlier than, or not later than 2 hours after, the time the direct or connecting flight, on which confirmed reserved space is held, is planned to arrive in the case of interstate and overseas air transportation, or 4 hours after such time in the case of foreign air transportation; or (c) the passenger is accommodated on the flight for which he holds confirmed reserved space, but is offered accommodations or is seated in a section of the aircraft other than that specified in his ticket at no extra charge; *Provided*, That a passenger seated in a section for which a lower fare is charged shall be entitled to an appropriate refund.

**4. Amend the facing page of CAB Form 251 as set forth in the Appendix.\***

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

*NOTE: This is Amendment No. 1 to Part 250, effective Oct. 17, 1967.*

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,  
Secretary.

[F.R. Doc. 69-10835; Filed, Sept. 10, 1969;  
8:47 a.m.]

## Title 32A—NATIONAL DEFENSE, APPENDIX

### Chapter X—Oil Import Administration, Department of the Interior

[Oil Import Reg. 1 (Rev. 5) Amdt. 16]

#### OIL REG. 1—OIL IMPORT REGULATION Miscellaneous Amendments

In the FEDERAL REGISTER for November 26, 1968 (33 F.R. 17631) notice was given of proposals which, among other things, were addressed to problems in connection with petrochemical plant inputs presented by certain olefinic and paraffinic materials and to a revision of section 24 "Aromatics" of Oil Import Regulation 1 (Revision 5) as amended.

After consideration of the 35 comments received it has been determined that materials which are aliphatic mono-olefins or paraffins in the range  $C_6-C_{15}$  and which are derived from crude oil, liquefied gases, or natural gas products are unfinished oils or finished products, and section 24 is amended to add a new paragraph (b) to that effect. Paragraph (a) of section 24 has been amended as proposed to refer to the distillation specification of the ASTM standard specifications in distinguishing between aromatics which are neither finished products or unfinished oils and mixtures of aromatics which are finished products or unfinished oils.

\* "Airport" means the airport at which the direct or connecting flight, on which the passenger holds confirmed reserved space, is planned to arrive or some other airport serving the same metropolitan area that is served by the former: *Provided*, That transportation to the other airport is accepted (i.e., used) by the passenger.

\* Ibid.

\* Filed as part of original document.

Paragraph (c) "petrochemical plant inputs" has been revised to add a new paragraph to make it clear that ASTM standard grade aromatics cannot become qualified petrochemical plant inputs by intentional, unintentional, or in process adulteration.

For the allocation period January 1, 1969, through December 31, 1969 from the total amount of oil available for allocation in Districts I-IV, approximately 2,000 b/d of crude oil and unfinished oils were set aside for the Oil Import Appeals Board, 10,106 b/d were set aside for allocations to new or reactivated refinery capacity, and 8,310 b/d were set aside for allocation to new or reactivated petrochemical plants, the latter amounts to be licensed under section 25 of the regulations. The allocations which have been tentatively issued under section 25 of the regulations have not required all of the 10,106 b/d or the 8,310 b/d and, in view of the anticipated requirements of the Oil Import Appeals Board, paragraph (a) of section 10 of the regulations is amended to increase the amount of crude oil and unfinished oils available to the Board by 1,200 b/d from the refinery set aside and 879 b/d from the petrochemical plant set aside for a total increase of 2,079 b/d.

1. Paragraph (a) of section 10 of Oil Import Regulation 1 (Revision 5), (33 F.R. 19178), is amended to read as follows:

#### Sec. 10 Allocations—crude and unfinished oils—refiners—Districts I-IV.

(a) For the allocation period January 1, 1969, through December 31, 1969, approximately 4,079 b/d of imports of crude oil and unfinished oils into Districts I-IV are made available to the Oil Import Appeals Board. The Administrator shall make, to eligible persons having refinery capacity in these districts, allocations of such imports for the allocation period as provided in paragraphs (b) and (c) of this section.

2. Paragraph (c) of section 22 of Oil Import Regulation 1 (Revision 5) (33 F.R. 8449), is amended to read as follows:

#### Sec. 22 Definitions.

(c) "Petrochemical plant inputs" means feedstocks charged to a petrochemical plant.

(1) And include only:

(i) Crude oil,

(ii) Unfinished oils (except those unfinished oils specifically excluded in subparagraph (2) of this paragraph) produced in Districts I-IV and District V, and unfinished oils imported pursuant to an allocation,

(2) But do not include:

(i) Unfinished oils which are produced in a petrochemical plant in the manufacture of petrochemicals and subsequently charged to a unit which is a part of the same petrochemical plant in which they were produced or to any other petrochemical plant which is owned or controlled by the same person who claims the initial petrochemical plant inputs from which the unfinished oils are derived,

(ii) Crude oil and unfinished oils which are imported into the United States by pipeline, rail, or other means of overland transportation from the country where they were produced, which country in the case of unfinished oils produced from crude oil, liquefied gases, or natural gas products is also the country of production of the crude oil, liquefied gases, or natural gas products from which the unfinished oils were processed or manufactured,

(iii) Unfinished oils which are obtained by transactions such as sales, purchases, or exchanges which are designed to avoid the exclusion specified in subdivision (i) of this paragraph (2), and

(iv) Benzene or toluene or any xylene derived from crude oil, liquefied gases, or natural gas products which meet the distillation specification of the ASTM standard specifications for that chemical but which subsequently has been recycled and mixed with other hydrocarbons, commingled, or purposely debased.

3. Section 24 of Oil Import Regulation 1 (Revision 5) (33 F.R. 8449), is amended to read as follows:

#### Sec. 24 Aromatics and aliphatic hydrocarbons.

(a) Benzene or toluene or any xylene derived from crude oil, liquefied gases, or natural gas products which meets the distillation specification of the ASTM standard specifications for that chemical is neither a finished product nor an unfinished oil. However, a mixture of hydrocarbons derived from crude oil, liquefied gases, or natural gas products which contains benzene, toluene, or xylenes but does not meet the distillation specification of the ASTM standard specifications for any of these chemicals is either a finished product or an unfinished oil.

(b) Materials which are derived from crude oil, liquefied gases, or natural gas products and which are aliphatic mono-olefins or paraffins in the range of  $C_6-C_{15}$  are unfinished oils or finished products.

This Amendment 16 shall become effective upon its publication in the FEDERAL REGISTER.

WALTER J. HICKEL,  
Secretary of the Interior.

AUGUST 30, 1969.

[F.R. Doc. 69-10811; Filed, Sept. 10, 1969;  
8:45 a.m.]

## Title 50—WILDLIFE AND FISHERIES

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

#### PART 32—HUNTING

#### J. Clark Salyer National Wildlife Refuge, N. Dak.

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



**§ 32.32 Special regulations; big game; for individual wildlife refuge areas.**

**NORTH DAKOTA**

**J. CLARK SALYER NATIONAL WILDLIFE REFUGE**

Public hunting of deer on the J. Clark Salyer National Wildlife Refuge, N. Dak., is permitted from 12 noon to sunset November 7, 1969, and from sunrise to sunset November 8, 1969, through November 16, 1969, only on the area designated by signs as open to hunting. This open area, comprising 58,400 acres, is delineated on a map available at the refuge headquarters, Upham, N. Dak., and from the Regional Director, Bureau of Sport Fisheries and Wildlife, Federal Building, Fort Snelling, Twin Cities, Minn. 55111. Hunting shall be in accordance with all applicable State regulations covering the hunting of deer subject to the following conditions:

(1) All hunters must exhibit their hunting license, deer tag, game, and vehicle contents to Federal and State officers upon request.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through November 16, 1969.

ROBERT C. FIELDS,  
*Refuge Manager, J. Clark Salyer  
National Wildlife Refuge,  
Upham, N. Dak.*

SEPTEMBER 4, 1969.

[F.R. Doc. 69-10805; Filed, Sept. 10, 1969;  
8:45 a.m.]

**PART 32—HUNTING**

**J. Clark Salyer National Wildlife Refuge, N. Dak.**

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

**§ 32.32 Special regulations; upland game; for individual wildlife refuge areas.**

**NORTH DAKOTA**

**J. CLARK SALYER NATIONAL WILDLIFE REFUGE**

Public hunting of gray partridge and sharptailed grouse on the J. Clark Salyer National Wildlife Refuge, N. Dak., is permitted from sunrise to sunset November 17, 1969, through December 14, 1969, only on the area designated by signs as open to hunting. This open area, comprising 58,400 acres of the total refuge area is delineated on a map available at the refuge headquarters, Upham, N. Dak. 58789, and from the Regional Director, Bureau of Sport Fisheries and Wildlife, Federal Building, Fort Snelling, Twin Cities, Minn. 55111. Hunting shall be in accordance with all applicable State regulations covering the hunting of gray partridge and sharptailed grouse subject to the following special condition:

(1) All hunters must exhibit their hunting license, game and vehicle contents to Federal and State officers upon request.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through December 14, 1969.

ROBERT C. FIELDS,  
*Refuge Manager, J. Clark Salyer  
National Wildlife Refuge,  
Upham, N. Dak.*

SEPTEMBER 4, 1969.

[F.R. Doc. 69-10806; Filed, Sept. 10, 1969;  
8:45 a.m.]

**PART 32—HUNTING**

**Imperial National Wildlife Refuge, Arizona and California**

In F.R. Doc. 69-9751, appearing on page 13370 of the issue for Tuesday, August 21, 1969, hunting seasons should

read as follows: \* \* \* California—quail, October 25, 1969 \* \* \*.

CLAUDE F. LARD,  
*Refuge Manager, Imperial  
National Wildlife Refuge,  
Yuma, Ariz.*

SEPTEMBER 3, 1969.

[F.R. Doc. 69-10807; Filed, Sept. 10, 1969;  
8:45 a.m.]

**PART 32—HUNTING**

**Yazoo National Wildlife Refuge, Mississippi**

In F.R. Doc. 69-9915, appearing on page 13475 of the issue for Thursday, August 21, 1969, under § 32.32, subparagraph (2) under special conditions should read as follows:

(2) Bag limit—One deer of either sex during the archery hunt. One buck with antlers 4 inches or longer during the gun hunt.

C. EDWARD CARLSON,  
*Regional Director, Bureau of  
Sport Fisheries and Wildlife.*

SEPTEMBER 3, 1969.

[F.R. Doc. 69-10808; Filed, Sept. 10, 1969;  
8:45 a.m.]

**PART 32—HUNTING**

**Conboy Lake National Wildlife Refuge, Washington**

In F.R. Doc. 69-10274, appearing on page 13744 of the issue for Thursday, August 28, 1969, the special condition pertaining to pheasant, California Valley quail, chukar, and Hungarian partridge should be deleted.

TRAVIS S. ROBERTS,  
*Acting Regional Director, Bu-  
reau of Sport Fisheries and  
Wildlife, Portland, Oreg.*

SEPTEMBER 3, 1969.

[F.R. Doc. 69-10809; Filed, Sept. 10, 1969;  
8:45 a.m.]



# Proposed Rule Making

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration [ 14 CFR Part 71 ]

[Airspace Docket No. 69-CE-83]

### CONTROL ZONE AND TRANSITION AREA

#### Proposed Alteration

The Federal Aviation Administration is considering amending Part 71 of the Federal Aviation Regulations so as to alter the Chesterfield (Spirit of St. Louis), Mo., control zone, and the Chesterfield, Mo., transition area.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, Federal Building, 601 East 12th Street, Kansas City, Mo. 64106. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendments. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposals contained in this notice may be changed in the light of comments received.

A public docket will be available for examination by interested persons in the Office of the Regional Counsel, Federal Aviation Administration, Federal Building, 601 East 12th Street, Kansas City, Mo. 64106.

Since designation of controlled airspace in the Chesterfield, Mo., terminal area, two new instrument approach procedures have been developed for the Spirit of St. Louis Airport, Chesterfield, Mo., utilizing the new ILS system at this airport for the approach navigational aid. In addition, the criteria for the designation of control zones and transition areas have changed. Accordingly, it is necessary to alter the Chesterfield (Spirit of St. Louis), Mo., control zone and the Chesterfield transition area to adequately protect aircraft executing the new approach procedures and to comply with the new control zone and transition area criteria.

In consideration of the foregoing, the Federal Aviation Administration proposes to amend Part 71 of the Federal Aviation Regulations as hereinafter set forth:

(1) In § 71.171 (34 F.R. 4557), the following control zone is amended to read:

#### CHESTERFIELD (SPIRIT OF ST. LOUIS), Mo.

Within a 5-mile radius of Spirit of St. Louis Airport (latitude 38°39'35" N., longitude 90°38'45" W.); within 2½ miles each side of the Maryland Heights, Mo., VORTAC 310° radial, extending from the 5-mile radius zone to 7 miles northwest of the VORTAC; within 2½ miles each side of the Maryland Heights VORTAC 243° radial, extending from the 5-mile radius zone to 7 miles southwest of the VORTAC; and within 2 miles each side of the Spirit of St. Louis Airport ILS localizer west course, extending from the 5-mile radius zone to the OM. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

(2) In § 71.181 (34 F.R. 4637), the following transition area is amended to read:

#### CHESTERFIELD, Mo.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Spirit of St. Louis Airport (latitude 38°39'35" N., longitude 90°38'45" W.); and within 2½ miles each side of the Spirit of St. Louis ILS localizer west course, extending from the 9-mile radius area to 8 miles west of the OM, excluding the portion which overlies the St. Louis, Mo., 700-foot floor transition area.

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

Issued in Kansas City, Mo., on August 25, 1969.

DANIEL E. BARROW,  
Acting Director, Central Region.

[F.R. Doc. 69-10832; Filed, Sept. 10, 1969;  
8:47 a.m.]

### [ 14 CFR Part 71 ]

[Airspace Docket No. 69-CE-84]

### CONTROL ZONE AND TRANSITION AREA

#### Proposed Alteration

The Federal Aviation Administration is considering amending Part 71 of the Federal Aviation Regulations so as to alter the control zone and transition area at Fort Dodge, Iowa.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, Attention:

Chief, Air Traffic Division, Federal Aviation Administration, Federal Building, 601 East 12th Street, Kansas City, Mo. 64106. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendments. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposals contained in this notice may be changed in the light of comments received.

A public docket will be available for examination by interested persons in the Office of the Regional Counsel, Federal Aviation Administration, Federal Building, 601 East 12th Street, Kansas City, Mo. 64106.

Since designation of controlled airspace at Fort Dodge, Iowa, the instrument approach procedures for Fort Dodge Municipal Airport have been altered. In addition, the criteria for the designation of control zones and transition areas have changed. Accordingly, it is necessary to alter the Fort Dodge, Iowa, control zone and transition area to adequately protect aircraft executing the altered approach procedures and to comply with the new control zone and transition area criteria.

In consideration of the foregoing, the Federal Aviation Administration proposes to amend Part 71 of the Federal Aviation Regulations as hereinafter set forth:

(1) In § 71.171 (34 F.R. 4557), the following control zone is amended to read:

#### FORT DODGE, Iowa

Within a 5-mile radius of Fort Dodge Municipal Airport (latitude 42°33'05" N., longitude 94°11'21" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

(2) In § 71.181 (34 F.R. 4637), the following transition area is amended to read:

#### FORT DODGE, Iowa

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Fort Dodge Municipal Airport (latitude 42°33'05" N., longitude 94°11'21" W.); that airspace extending upward from 1,200 feet above the surface within a 14-mile radius of Fort Dodge VOR, extending from the Fort Dodge VOR 261° radial clockwise to the Fort Dodge VOR 055° radial; within a 25-mile radius of Fort Dodge VOR, extending from the Fort Dodge VOR 055° radial clockwise to the Fort Dodge VOR 261° radial; within 4½ miles southwest and 9½ miles northeast of



the Fort Dodge VOR 127° radial, extending from the 25-mile radius area to 32 miles southeast of the VOR; and within 4½ miles northeast and 9½ miles southwest of the Fort Dodge VOR 307° radial, extending from the 14-mile radius area to 18½ miles northwest of the VOR; and that airspace extending upward from 3,500 feet MSL south and east of Fort Dodge bounded on the north by V-100, on the east by V-13, on the south by V-172 and on the northwest by V-138.

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

Issued in Kansas City, Mo., on August 25, 1969.

DANIEL E. BARROW,  
Acting Director, Central Region.

[F.R. Doc. 69-10633; Filed, Sept. 10, 1969;  
8:47 a.m.]

#### [ 14 CFR Part 71 ]

[Airspace Docket No. 69-CE-81]

#### TRANSITION AREA

##### Proposed Alteration

The Federal Aviation Administration is considering amending Part 71 of the Federal Aviation Regulations so as to alter the transition area at Rochester, Minn.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, Federal Building, 601 East

12th Street, Kansas City, Mo. 64106. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

A public docket will be available for examination by interested persons in the Office of the Regional Counsel, Federal Aviation Administration, Federal Building, 601 East 12th Street, Kansas City, Mo. 64106.

The localizer, back course instrument approach procedure for Runway 13 at Rochester, Minn., Municipal Airport, has been modified by adding a DME arc. Accordingly, it is necessary to alter the Rochester, Minn., transition area to adequately protect aircraft executing the modified approach procedure.

In consideration of the foregoing, the Federal Aviation Administration proposes to amend Part 71 of the Federal Aviation Regulations as hereinafter set forth:

In § 71.181 (34 F.R. 4637), the following transition area is amended to read:

#### ROCHESTER, MINN.

That airspace extending upward from 700 feet above the surface within a 7-mile radius

of Rochester Municipal Airport (latitude 43°54'25" N., longitude 92°29'45" W.); within 2½ miles each side of the Rochester VOR 029° radial, extending from the VOR to 23 miles northeast of the VOR; within 3 miles each side of the Rochester ILS localizer northwest course, extending from the 7-mile radius area to 19 miles northwest of the OM; and within 4½ miles southwest and 9½ miles northeast of the Rochester ILS localizer southeast course, extending from 3 miles northwest to 18½ miles southeast of the OM; and that airspace extending upward from 1,200 feet above the surface within a 22½-mile radius of Rochester VOR, extending clockwise from V-24 southeast of Rochester to V-82 northwest of Rochester; the airspace north and east of Rochester bounded on the west by the west edge of V-82, on the northwest by the arc of a 36-mile radius circle centered on the Minneapolis-St. Paul International Airport (latitude 44°53'05" N., longitude 93°13'15" W.), on the northeast by V-2 and on the south by V-82; within 5 miles west and 7 miles east of the Rochester VOR 173° radial, extending from the 22½-mile radius area to 38 miles south of the VOR; and within 5 miles south and 7 miles north of the Rochester VOR 104° radial, extending from 22½ miles to 45 miles east of the VOR, excluding the portions that overlap the Winona and Fairbault-Owatonna, Minn., transition areas.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348), and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Kansas City, Mo., on August 25, 1969.

DANIEL E. BARROW,  
Acting Director, Central Region.

[F.R. Doc. 69-10634; Filed, Sept. 10, 1969;  
8:47 a.m.]



# Notices

## DEPARTMENT OF THE TREASURY

### Office of the Secretary ELECTRONIC RECEIVING TUBES FROM JAPAN

#### Determination of Sales at Not Less Than Fair Value

AUGUST 27, 1969.

On March 4, 1969, there was published in the FEDERAL REGISTER a "Notice of Tentative Negative Determination," that electronic receiving tubes (except television picture tubes) from Japan are not being sold at less than fair value within the meaning of section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)).

The statement of reasons for the tentative determination was published in the above-mentioned notice and interested parties were afforded until April 3, 1969, to make written submissions or requests for an opportunity to present views in connection with the tentative determination.

The attorney for the complainant submitted a written request for an opportunity to present views in person in opposition to the tentative determination. The opportunity was afforded to the attorney, and all interested parties of record were notified. All oral and written materials submitted have received careful consideration.

I hereby determine that, for the reasons stated in the tentative determination, electronic receiving tubes (except television picture tubes) imported from Japan are not being, nor likely to be, sold at less than fair value within the meaning of section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)).

This determination is published pursuant to section 201(c) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(c)).

[SEAL] EUGENE T. ROSSIDES,  
Assistant Secretary of the Treasury.  
[F.R. Doc. 69-10826; Filed, Sept. 10, 1969;  
8:48 a.m.]

## DEPARTMENT OF THE INTERIOR

### Bureau of Indian Affairs AREA ADMINISTRATIVE OFFICER, MINNEAPOLIS AREA OFFICE

#### Redelegation of Authority

1. The Area Administrative Officer, Bureau of Indian Affairs, Minneapolis Area Office, Minneapolis, Minn., is hereby authorized to exercise all the power and authority of the Area Director of the Minneapolis Area Office as delegated by the Commissioner of Indian Affairs in line with Secretarial Order No. 2508 and as provided in 10 BIAM 3.

2. In the absence of the Area Director, the Assistant Area Director, and the Area Administrative Officer, persons authorized to act in their stead may exercise any and all authority conferred upon the Area Director by the Commissioner of Indian Affairs.

3. Delegation of authority included herein is not construed as depriving the Area Director of the authority conferred upon him by the Commissioner of Indian Affairs.

4. The effective date of this delegation will be the date of signature by the Area Director.

Dated: August 29, 1969.

OWEN D. MORRIS,  
Area Director, Bureau of Indian  
Affairs, Minneapolis Area  
Office, Minneapolis, Minn.

Approved: September 4, 1969.

T. W. TAYLOR,  
Acting Commissioner  
of Indian Affairs.

[F.R. Doc. 69-10810; Filed, Sept. 10, 1969;  
8:45 a.m.]

### Bureau of Land Management

[OR 3047]

#### OREGON

#### Order Providing for Opening of Public Lands

##### Correction

In F.R. Doc. 69-10042 appearing at page 13617 in the issue of Saturday, August 23, 1969, on page 13618 under "T. 21 S., R. 19 E.," in Sec. 14 the third line should read "SE $\frac{1}{4}$ , and SW $\frac{1}{4}$ SE $\frac{1}{4}$ , excepting there—"

[Wyoming 20930]

#### WYOMING

#### Order Providing for Opening of Public Lands

SEPTEMBER 5, 1969.

1. In exchanges of lands made under the provisions of section 8 of the Act of June 28, 1934 (48 Stat. 1269) as amended (43 U.S.C. 315g), the following described lands have been reconveyed to the United States:

##### SIXTH PRINCIPAL MERIDIAN

T. 13 N., R. 99 W.,  
Sec. 36, S $\frac{1}{2}$ SW $\frac{1}{4}$  and SE $\frac{1}{4}$ .  
T. 20 N., R. 99 W.,  
Sec. 16.  
T. 22 N., R. 99 W.,  
Sec. 36, S $\frac{1}{2}$ NW $\frac{1}{4}$ , N $\frac{1}{2}$ SW $\frac{1}{4}$ , and SW $\frac{1}{4}$ SW $\frac{1}{4}$ .  
T. 21 N., R. 100 W.,  
Sec. 36, N $\frac{1}{2}$ .  
T. 22 N., R. 100 W.,  
Sec. 16, E $\frac{1}{2}$ NW $\frac{1}{4}$ .

T. 19 N., R. 101 W.,  
Sec. 36, SW $\frac{1}{4}$ NW $\frac{1}{4}$ , N $\frac{1}{2}$ SW $\frac{1}{4}$ , and NW $\frac{1}{4}$ SE $\frac{1}{4}$ .  
T. 20 N., R. 101 W.,  
Sec. 36.  
T. 13 N., R. 102 W.,  
Sec. 36.  
T. 15 N., R. 105 W.,  
Sec. 16, SW $\frac{1}{4}$  and NW $\frac{1}{4}$ SE $\frac{1}{4}$ .  
T. 23 N., R. 105 W.,  
Sec. 16, N $\frac{1}{2}$ NE $\frac{1}{4}$ .  
T. 25 N., R. 105 W.,  
Sec. 36, S $\frac{1}{2}$ NW $\frac{1}{4}$ , SE $\frac{1}{4}$ SW $\frac{1}{4}$ , and SE $\frac{1}{4}$ .  
T. 18 N., R. 106 W.,  
Sec. 16, S $\frac{1}{2}$ SW $\frac{1}{4}$  and SE $\frac{1}{4}$ .  
T. 20 N., R. 106 W.,  
Sec. 36.  
T. 21 N., R. 106 W.,  
Secs. 16 and 36.  
T. 22 N., R. 106 W.,  
Sec. 36.  
T. 21 N., R. 107 W.,  
Sec. 16.  
T. 16 N., R. 108 W.,  
Sec. 16, N $\frac{1}{2}$ .  
T. 27 N., R. 108 W.,  
Sec. 16.  
T. 18 N., R. 109 W.,  
Sec. 36.  
T. 19 N., R. 109 W.,  
Sec. 36, E $\frac{1}{2}$ SE $\frac{1}{4}$ .  
T. 22 N., R. 109 W.,  
Sec. 36, S $\frac{1}{2}$ NE $\frac{1}{4}$ , NE $\frac{1}{4}$ SW $\frac{1}{4}$ , and S $\frac{1}{2}$ SW $\frac{1}{4}$ .  
T. 25 N., R. 109 W.,  
Sec. 16, SE $\frac{1}{4}$ SW $\frac{1}{4}$  and SE $\frac{1}{4}$ .  
T. 23 N., R. 110 W.,  
Sec. 16, NE $\frac{1}{4}$ .  
T. 24 N., R. 110 W.,  
Sec. 16.  
T. 25 N., R. 110 W.,  
Secs. 16 and 36.  
T. 26 N., R. 110 W.,  
Sec. 16.  
T. 32 N., R. 110 W.,  
Sec. 36.  
T. 33 N., R. 110 W.,  
Sec. 36.  
T. 24 N., R. 111 W.,  
Sec. 36, N $\frac{1}{2}$  and NW $\frac{1}{4}$ SW $\frac{1}{4}$ .  
T. 16 N., R. 112 W.,  
Sec. 36, NE $\frac{1}{4}$ NE $\frac{1}{4}$  and S $\frac{1}{2}$ .  
T. 22 N., R. 112 W.,  
Sec. 36, S $\frac{1}{2}$ SE $\frac{1}{4}$ .  
T. 20 N., R. 114 W.,  
Sec. 36, SW $\frac{1}{4}$ SE $\frac{1}{4}$  and E $\frac{1}{2}$ SE $\frac{1}{4}$ .  
T. 22 N., R. 114 W.,  
Sec. 16.  
T. 23 N., R. 114 W.,  
Sec. 16, W $\frac{1}{2}$ SW $\frac{1}{4}$ , SE $\frac{1}{4}$ SW $\frac{1}{4}$ , and SE $\frac{1}{4}$ .  
T. 16 N., R. 115 W.,  
Sec. 21, lot 6.  
T. 17 N., R. 115 W.,  
Sec. 16.  
T. 18 N., R. 115 W.,  
Sec. 36.  
T. 19 N., R. 115 W.,  
Sec. 16, W $\frac{1}{2}$ NW $\frac{1}{4}$  and S $\frac{1}{2}$ .

The areas described aggregate 17,206.89 acres.

2. The lands are located in Lincoln, Sublette, Sweetwater, and Uinta counties. The topography ranges from nearly level to rough, and the lands have values for watershed, grazing, wildlife and recreation which can best be managed under principles of multiple use.



3. The United States acquired minerals in the land in T. 16 N., R. 115 W., only. The United States did not acquire minerals in all other lands described herein.

4. Subject to valid existing rights, the provisions of existing withdrawals, and the requirements of applicable law, the lands will at 10 a.m. on October 10, 1969 be open to application, petition, and selection under the public land laws except that all the lands are subject to multiple-use classification W-5697 or W-12668 and are not open to application under the agricultural land laws (43 U.S.C., Parts 7 and 9; 25 U.S.C. sec. 334), or to public sale under section 2455 of the Revised Statutes (43 U.S.C. 1171). The land in T. 16 N., R. 115 W., will also be open to location under the U.S. mining laws. All valid applications received at or prior to 10 a.m. on October 10, 1969, shall be considered as simultaneously filed at that time. Those received thereafter shall be considered in the order of filing.

5. Inquiries concerning the lands should be addressed to the Bureau of Land Management, Post Office Box 1828, Cheyenne, Wyo. 82001.

DANIEL P. BAKER,  
State Director.

[F.R. Doc. 69-10825; Filed, Sept. 10, 1969;  
8:45 a.m.]

#### Office of the Secretary

#### QUINULT INDIAN RESERVATION

#### Notice of Acceptance of Retrocession of Jurisdiction

Pursuant to the authority vested in the Secretary of the Interior by Executive Order No. 11435 (33 F.R. 17339), I hereby accept, as of 12:01 a.m., e.s.t., of the day following publication of this notice in the FEDERAL REGISTER, retrocession to the United States of all jurisdiction exercised by the State of Washington over the Quinault Indian Reservation, except as provided under Chapter 36, Laws of 1963 (RCW 37.12.010-37.12.060), as offered on August 15, 1968, by proclamation of the Governor of the State of Washington.

WALTER J. HICKEL,  
Secretary of the Interior.

AUGUST 30, 1969.

[F.R. Doc. 69-10812; Filed, Sept. 10, 1969;  
8:45 a.m.]

## INTERSTATE COMMERCE COMMISSION

[Notice 1329]

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

SEPTEMBER 5, 1969.

The following applications are governed by Special Rule 1.247<sup>1</sup> of the Commission's general rules of practice (49 CFR Part 1100.247 as amended), pub-

lished 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 section 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 protest shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such requests shall meet the requirements of § 247(d) (4) of the special rules, and shall include the certification required therein.

Section 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.

<sup>1</sup> Copies of Special Rule 247 (as amended) can be obtained by writing to the Secretary, Interstate Commerce Commission, Washington, D.C. 20423.

No. MC 2567 (Sub-No. 13), filed August 11, 1969. Applicant: BELBEY TRANSFER COMPANY, a corporation, 520 Belleville Turnpike, Kearney, N.J. 07032. Applicant's representative: Bert Collins, 140 Cedar Street, New York, N.Y. 10006. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Elevators, escalators, and parts thereof, and equipment, material and supplies used or useful in the manufacture, installation and maintenance of elevators and escalators and parts thereof, between the plantsite of Otis Elevator Co., London, Ohio, and points within 5 miles thereof, on the one hand, and on the other, the plantsite of Otis Elevator Co., Bloomington, Ind., and points in New Jersey, Connecticut, Delaware, New York, Pennsylvania, Rhode Island, Massachusetts, Maryland, and Washington, D.C., 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 29120 (Sub-No. 109), filed August 11, 1969. Applicant: ALL-AMERICAN TRANSPORT, INC., 1500 Industrial Avenue, Sioux Falls, S. Dak. 57101. Applicant's representative: H. Lauren Lewis (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Oils, greases, petroleum products, antifreeze, dispensers, and related articles, from Spencer, Iowa, and Omaha, Nebr., to points in Illinois, Indiana, Kentucky, Michigan, Missouri, Ohio, and Wisconsin, and (2) containers, additives, materials and supplies used in the manufacture, production, and sale of oils, greases, petroleum products, antifreeze, dispensers and related articles, from points in Illinois, Indiana, Kentucky, Michigan, Missouri, Ohio, and Wisconsin to Spencer, Iowa, and Omaha, Nebr.* 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 Sioux Falls, S. Dak.

No. MC 35334 (Sub-No. 70), filed August 15, 1969. Applicant: COOPER-JARRETT, INC., 23 South Essex Avenue, Orange, N.J. 07051. Applicant's representative: Irving Klein, 280 Broadway, New York, N.Y. 10007. Authority sought to operate as a common carrier, by motor vehicle, over regular and irregular routes, transporting: I. Regular routes: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), (1) between Wallingford, New Haven, Bridgeport, Conn., and the junction of Interstate Highways 79 and 80 at or near Mercer, Pa.; (a) From Wallingford over Connecticut Highway 70 to the junction of Interstate Highway 84, thence over Interstate Highway 84 to junction of Interstate Highway 81E, thence over Interstate Highway 81E to



the junction of Interstate Highway 80, thence over Interstate Highway 80 to the junction of Interstate Highway 79 at or near Mercer, Pa., and return over the same routes; (b) from New Haven over Interstate Highway 91 to the junction of Connecticut Highway 70, thence to the junction of Interstate Highways 79 and 80 as described above in (1) (a), and return over the same routes; and (c) from Bridgeport over Interstate Highway 95 to the junction of Interstate Highway 91 at New Haven, thence to the junction of Interstate Highways 79 and 80 as described in (1) (a) above, and return over the same routes.

(2) Between New York, N.Y., and the junction of Interstate Highways 79 and 80 at or near Mercer, Pa.: From New York, N.Y., over Interstate Highway 95 over the George Washington Bridge to the junction of Interstate Highway 80, thence over Interstate Highway 80 to the junction of Interstate Highway 79 at or near Mercer, Pa., and return over the same route; (3) between Jersey City, N.J., and the junction of Interstate Highways 79 and 80 at or near Mercer, Pa.: From Jersey City over Interstate Highway 78 to junction Interstate Highway 95, thence over Interstate Highway 95 to the junction of Interstate Highway 80, thence over Interstate Highway 80 to the junction of Interstate Highway 79 at or near Mercer, Pa., and return over the same route; (4) between Philadelphia, Pa., and the junction of Interstate Highways 79 and 80 at or near Mercer, Pa.: From Philadelphia over the northeast exit of the Pennsylvania Turnpike to the junction of Interstate Highway 80, thence over Interstate Highway 80 to the junction of Interstate Highway 79 at or near Mercer, Pa., and return over the same route; (5) Between Baltimore, Md., and the Junction of Interstate Highways 79 and 80 at or near Mercer, Pa.: From Baltimore over Interstate Highway 70N to junction Interstate Highway 70, thence over Interstate Highway 70 to junction Interstate Highway 80S, thence over Interstate Highway 80S to junction Interstate Highway 79, thence over Interstate Highway 79 to junction Interstate Highway 80 at or near Mercer, Pa., and return over the same routes;

(6) Between Pittsburgh, Pa., and the junction of Interstate Highways 79 and 80 at or near Mercer, Pa.: From Pittsburgh over Interstate Highway 79 to junction Interstate Highway 80 at or near Mercer, Pa., and return over the same routes; (7) between Buffalo, N.Y., and the junction of Interstate Highways 79 and 80 at or near Mercer, Pa.: From Buffalo over Interstate Highway 90 to the junction of Interstate Highway 79, thence over Interstate Highway 79 to the junction of Interstate Highway 80 at or near Mercer, Pa., and return over the same routes; serving no intermediate points in conjunction with the above-described routes in (1) through (7); (8) between junction Interstate Highways 79 and 80 and Columbus, Ohio: From junction Interstate Highways 79 and 80 over Interstate Highway 80 to junction Inter-

state Highway 80S, thence over Interstate Highway 80S to junction Interstate Highway 71, thence over Interstate Highway 71 to Columbus and return over the same routes; (9) between junction Interstate Highways 79 and 80 and Dayton, Ohio: From junction Interstate Highways 79 and 80 to Columbus as described above in (8) and thence over Interstate 70 to junction Ohio Highway 69, thence over Ohio Highway 69 to Dayton, and return over the same route;

(10) Between Junction Interstate Highways 79 and 80 and Cincinnati, Ohio: From junction Interstate Highways 79 and 80 to Columbus as described in (8) above and thence over Interstate Highway 71 to Cincinnati and return over the same route; serving in conjunction with the routes described immediately above in (8), (9), and (10) all intermediate and off-route points in the following Ohio counties: Columbiana, Jefferson, Carroll, Harrison, Belmont, Monroe, Tuscarawas, Guernsey, Noble, Washington, Champaign, Clark, Greene, Clinton, Brown, Holmes, Coshocton, Muskingum, Morgan, Athens, Meigs, Gallia, Knox, Licking, Fairfield, Allen, Auglaize, Shelby, Miami, Montgomery, Perry, Hocking, Vinton, Jackson, Lawrence, Morrow, Delaware, Union, Madison, Franklin, Warren, Clermont, Van Wert, Mercer, Darke, Pickaway, Toss, Pike, Scioto, Marion, Fayette, Highland, Adams, Hardin, Logan, Preble, Butler, and Hamilton; (11) between the junction of Interstate Highways 79 and 80 and Toledo, Ohio: From the junction of Interstate Highways 79 and 80 over Interstate Highway 80 to the junction of Interstate Highway 280, thence over Interstate Highway 280 to Toledo and return over the same routes; (12) between the junction of Interstate Highways 79 and 80 and Bucyrus, Ohio: From the junction of Interstate Highways 79 and 80 over Interstate Highway 80 to the junction of Interstate Highway 80S, thence over Interstate Highway 80S to the junction of Interstate Highway 71, thence over Interstate Highway 71 to junction U.S. Highway 30, thence over U.S. Highway 30 to the junction of U.S. Highway 30N, thence over U.S. Highway 30N to Bucyrus and return over the same route;

(13) Between the junction of Interstate Highways 79 and 80 and Cleveland, Ohio: From the junction of Interstate Highways 79 and 80 over Interstate Highway 80 to the junction of U.S. Highway 422, thence over U.S. Highway 422 to Cleveland and return over the same route; (14) between the junction of Interstate Highways 79 and 80 and Kent, Ohio: From the junction of Interstate Highways 79 and 80 over Interstate Highway 80 to the junction of Interstate Highway 80S, thence over Interstate Highway 80S to the junction of Ohio Highway 43, thence over Ohio Highway 43 to Kent and return over the same route; and (15) between Junction Interstate Highways 79 and 80 and Zanesville, Ohio: From the junction of Interstate Highways 79 and 80 over Interstate Highway 80 to the junction of Interstate Highway 80S thence over Interstate Highway

80S to the junction of Interstate Highway 77, thence over Interstate Highway 77 to junction of Interstate Highway 70, thence over Interstate Highway 70 to Zanesville and return over the same routes; serving in conjunction with the routes described immediately above in (1) through (15) all intermediate and off-route points in the following Ohio counties: Ashtabula, Trumbull, Columbiana, Jefferson, Lake, Richland, Seneca, Lucas, Fulton, Auglaize, Van Wert, Geauga, Portage, Stark, Tuscarawas, Carroll, Morrow, Marion, Wood, Henry, Williams, Mercer, Cuyahoga, Summit, Medina, Wayne, Holmes, Ottawa, Crawford, Hancock, Putman, Defiance, Lorain, Ashland, Knox, Erie, Huron, Sandusky, Wyandot, Hardin, Allen, and Paulding.

II. Irregular route: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment) between Cincinnati, Ohio, on the one hand, and, on the other, points in Kentucky, restricted against the transportation of shipments originating at, destined to, or interlined at Cincinnati, Ohio, and points in its commercial zone as defined by the Commission, and restricted to the transportation of shipments moving from, to, or through the junction of Interstate Highways 79 and 80 at or near Mercer, Pa. **NOTE:** The purpose of this application is to enable applicant to use new Interstate super highways through Connecticut, New York, New Jersey, Pennsylvania, Ohio, and Maryland, between terminal points in the East on the one hand, and points in Ohio on the other. In order to use these highways, it is necessary, that applicant obtain an additional gateway to operate between the eastern points, and points in Ohio. The additional gateway would be at the junction of Interstate Highways 79 and 80, at or near Mercer, Pa. Applicant will also require this new junction gateway in connection with operations to and from Kentucky, moving the Cincinnati gateway, authorized to applicant in Docket No. MC-35334 (Sub-No. 66). No new service will result. Applicant is presently a substantial competitor for traffic to and from the areas which it is authorized to serve, and is presently operating in good faith through its authorized gateways. It intends to prove by documentary evidence that it is a substantial carrier of general commodities, that no new service will result, and that it is operating in good faith through its presently authorized gateways. Applicant states it intends to tack the irregular route authority sought herein with the additional gateway involved so as to provide service over the super highway routes over which it seeks to operate. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or New York, N.Y.

No. MC 36556 (Sub-No. 19), filed August 15, 1969. Applicant: HOWARD E. BLACKMON, doing business as HOWARD BLACKMON TRUCK SERVICE,



Post Office Box 186, Somers, Wis. 53171. Applicant's representative: Earle Munger, 520 58th Street, Kenosha, Wis. 53140. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Empty containers and container parts*, from Oconomowoc and Waupun, Wis., to points in Ivorydale, Ohio; and empty pallets and shrouds, and damaged or rejected shipments on return. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Milwaukee, Wis., or Chicago, Ill.

No. MC 52657 (Sub-No. 664) (Correction), filed July 22, 1969, published in the *FEDERAL REGISTER* issue of August 28, 1969, and republished as corrected, this issue. Applicant: ARCO AUTO CARRIERS, INC., 2140 West 79th Street, Chicago, Ill. 60620. Applicant's representative: A. J. Bieberstein, 121 West Doty Street, Madison, Wis. 53703. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Communication shelters* (except mobile homes), equipped or unequipped with communication equipment, *ground support equipment* to mobilize shelters such as dollies, mobilizer transporters, and demountable running gear; (2) *trucks, tractors, and truck chassis*, in secondary movements in truckaway service; (3) *trailers and trailer chassis* (except those designed to be drawn by passenger automobiles), and *containers*, empty or when loaded with general commodities (except explosives and other dangerous articles, household goods and commodities in bulk), and (4) *supplies and parts of commodities* described in (1), (2), and (3) above, when moving on the same shipment with commodities described in (1), (2), and (3) above, from, to, and between points in the United States including the District of Columbia (except points in Alaska, Arizona, California, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming). Restrictions: (a) Authority sought to be restricted against the transportation of commodities which require the use of special equipment for transportation; (b) Authority sought herein is restricted to traffic moving (1) on Government bills of lading, and (2) on commercial bills of lading containing an endorsement approved in Interpretation of Government Rate Tariff for Eastern Central Motor Carriers Association, 322 ICC 161. **NOTE:** Applicant states it does not intend to tack, and apparently is willing to accept a restriction against tacking, if warranted. The purpose of this republication is to correct a portion of item (4) above to read, \* \* \* *from, to, and between points in the United States* \* \* \* inadvertently described as, "*from*" points in the United States \* \* \* in the previous publication. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Chicago, Ill.

No. MC 64994 (Sub-No. 110), filed August 14, 1969. Applicant: HENNIS

FREIGHT LINES, INC., Post Office Box 612, Winston-Salem, N.C. 27102. Applicant's representative: B. M. Shirley, Jr. (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Cream, or liquid substitutes, plain, sweetened or flavored*, in hermetically sealed containers, and (2) *saucers, dressing, salad*, other than dry, from Washington Court House, Ohio, to points in Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, and West Virginia. **NOTE:** Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 66121 (Sub-No. 15), filed August 15, 1969. Applicant: INDIAN BOW TRUCK LINES, LTD., 103 Harvard Street, Smithtown, N.Y. 11787. Applicant's representative: Morton E. Klei, 140 Cedar Street, New York, N.Y. 10006. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Refuse containers*, from Deer Park, Copiague, and Hauppauge, N.Y., to points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Maryland, Delaware, District of Columbia, Virginia, Ohio, Indiana, Illinois, Michigan, Florida, Louisiana, and Oklahoma, and *returned shipments on return*. **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 76032 (Sub-No. 248), filed August 13, 1969. Applicant: NAVAJO FREIGHT LINES, INC., 1205 South Platte River Drive, Denver, Colo. 80223. Applicant's representative: William E. Kenworthy (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, livestock, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, those injurious or contaminating to other lading, lumber in bulk, in truckloads, sand and gravel, new automobiles and uncrated furniture), between Raton, N. Mex., and Dumas, Tex.; from Raton over U.S. Highway 87 to Dumas, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 92983 (Sub-No. 534), filed August 4, 1969. Applicant: ELDON MILLER, INC., Post Office Drawer 2508, Kansas City, Mo. 64142. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fats and oils*, including blends and products thereof, in bulk, from points in California, to points in Colorado,

North Dakota, and South Dakota. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 94265 (Sub-No. 224), filed August 14, 1969. Applicant: BONNEY MOTOR EXPRESS, INC., Post Office Box 12388, Thomas Corner Station, Norfolk, Va. 23502. Applicant's representative: Harry C. Ames, Jr., 705 McLachlen Bank Building, 666 11th Street NW., Washington, D.C. 20001. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Schaumburg, Ill., to points in the States of Maryland, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, Virginia, and the District of Columbia. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 94350 (Sub-No. 230), filed August 13, 1969. Applicant: TRANSIT HOMES, INC., Haywood Road, Post Office Box 1628, Greenville, S.C. 29602. Applicant's representative: Mitchell King, Jr. (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Trailers* designed to be drawn by passenger automobiles in initial movements, and *buildings*, in sections, or complete, from points in Crawford County, Ark., to points in the United States (except Alaska and Hawaii). **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Fort Smith, Ark.

No. MC 103993 (Sub-No. 447) (Amendment), filed July 28, 1969, published *FEDERAL REGISTER* issue of August 21, 1969, amended and republished as amended, this issue. Applicant: MORGAN DRIVE-AWAY, INC., 2800 West Lexington Avenue, Elkhart, Ind. 46514. Applicant's representative: Paul D. Borghesani, and Ralph H. Miller (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Prefabricated or precut buildings*, complete, knocked down, or in sections, and *parts and materials* used in the assembly and erection thereof, from points west of the Mississippi River including Louisiana and Minnesota, excluding Hawaii. **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 include Alaska as a destination State. If a hearing is deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 103993 (Sub-No. 450), filed August 11, 1969. Applicant: MORGAN DRIVE-AWAY, INC., 2800 West Lexington Avenue, Elkhart, Ind. 46514. Applicant's representative: Paul D. Borghesani, and Ralph H. Miller (same address



as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Trailers*, designed to be drawn by passenger automobiles in initial movements, from Henderson County, Ky., to points in the United States (except Alaska and Hawaii). **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Evansville, Ind.

No. MC 104149 (Sub-No. 185), filed July 30, 1969. Applicant: OSBORNE TRUCK LINE, INC., 501 North 31st Street, Birmingham, Ala. 35203. Applicant's representative: Maurice F. Bishop, 327 Frank Nelson Building, Birmingham, Ala. 35203. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Plastic pipe, plastic or iron fittings and connections, valves, hydrants, and gas-kets*, from the site of the plant and warehouse facilities of the Clow Corp. located near Lincoln, Talladega County, Ala., to points in Connecticut, Delaware, Illinois, Iowa, Kansas, Maine, Maryland, Massachusetts, Michigan, Minnesota, Nebraska, New Hampshire, New Jersey, New York, North Dakota, Ohio, Pennsylvania, Rhode Island, South Dakota, Vermont, Wisconsin, and the District of Columbia. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Birmingham, Ala.

No. MC 106398 (Sub-No. 417), filed August 14, 1969. Applicant: NATIONAL TRAILER CONVOY, INC., 1925 National Plaza, Tulsa, Okla. 74151. Applicant's representative: Irvin Tull and Fred Rahal, Jr. (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Trailers*, designed to be drawn by passenger automobiles, in initial movements, from points in Barnwell County, S.C., to points in the United States (except Alaska and Hawaii). **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Common control and dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Columbia or Charleston, S.C.

No. MC 107403 (Sub-No. 778), filed August 15, 1969. Applicant: MATLACK, INC., 10 West Baltimore Avenue, Lansdowne, Pa. 19050. Applicant's representative: John Nelson (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid animal feed supplements*, in bulk, in tank vehicles, from Adrian, Mich., to points in Indiana and Ohio. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich., or Washington, D.C.

No. MC 107403 (Sub-No. 779), filed August 21, 1969. Applicant: MATLACK, INC., 10 West Baltimore Avenue, Lansdowne, Pa. 19050. Applicant's represent-

ative: John Nelson (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from Garyville, La., to points in Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, Oklahoma, Tennessee, and Texas. **NOTE:** Applicant states that the requested authority cannot be tacked with the existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 110789 (Sub-No. 5), filed August 15, 1969. Applicant: JOHN MARSHALL PHILLIPS, doing business as J. MARSHALL PHILLIPS, R.F.D. No. 3, Laurel, Del. 19956. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Agricultural lime*, from Lancaster County, Pa., to points in Delaware and Maryland, east of the Susquehanna River and Chesapeake Bay. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Philadelphia, Pa.

No. MC 111748 (Sub-No. 15), filed August 15, 1969. Applicant: WILLIAMS MOVING & STORAGE CO., INC., Tarkio, Mo. Applicant's representative: Duane W. Ackle, 521 South 14th Street, 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 except hides, from points in the Omaha, Nebr., Council Bluffs, Iowa, commercial zone to points in Nebraska, Kansas, and Missouri. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 112148 (Sub-No. 45), filed August 5, 1969. Applicant: POWERS TRANSPORTATION, INC., Post Office Box 87, Storm Lake, Iowa 50588. 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: *Meat, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Postville, Iowa, to points in Illinois, Indiana, and Ohio. **NOTE:** Common control may be involved. Applicant states it does not intend to tuck, and apparently is 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 Detroit, Mich.

No. MC 112520 (Sub-No. 204), filed August 8, 1969. Applicant: MCKENZIE TANK LINES, INC., New Quincy Road,

Post Office Box 1200, Tallahassee, Fla. 32302. Applicant's representative: Sol H. Proctor, 1729 Gulf Life Tower, Jacksonville, Fla. 32207. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Acids and chemicals*, in bulk, in tank, or hopper type vehicles, from the plantsite or storage facilities of the Monsanto Co., at or near Gonzales and Pensacola, Fla., to points in Alabama, Connecticut, Georgia, Indiana, Kentucky, Louisiana, North Carolina, Pennsylvania, South Carolina, Tennessee, and Texas. **NOTE:** Applicant states that it does not intend to tuck, and is apparently willing to accept a restriction against tacking, if warranted. If a hearing is deemed necessary, applicant requests it be held at Pensacola, Fla., Atlanta, Ga., or Jacksonville, Fla.

No. MC 112713 (Sub-No. 116), filed August 19, 1969. Applicant: YELLOW FREIGHT SYSTEM, INC., Post Office Box 8462 92d at State Line, Kansas City, Mo. 64114. Applicant's representative: John M. Records (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 except hides, from points in the Omaha, Nebr., Council Bluffs, Iowa, commercial zone, to points in Nevada and Utah. **NOTE:** Applicant states that the present requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 112713 (Sub-No. 117), filed August 19, 1969. Applicant: YELLOW FREIGHT SYSTEM, INC., Post Office Box 8462, 92d at State Line, Kansas City, Mo. 64114. Applicant's representative: John M. Records (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving Dexter, Mich., as an off-route point in connection with carrier's authorized regular route operations to and from Detroit, Mich. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Detroit or Lansing, Mich.

No. MC 112713 (Sub-No. 118), filed August 19, 1969. Applicant: YELLOW FREIGHT SYSTEM, INC., Post Office Box 8462, 92d at State Line, Kansas City, Mo. 64114. Applicant's representative: John M. Records (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Prepared foodstuffs*, in vehicles equipped with mechanical refrigeration, from the plantsite and warehouse facilities of the Pillsbury Co., at or near Denison, Tex., to points



in Kansas, Missouri, Nebraska, Iowa, and South Dakota. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Kansas City, Mo.

No. MC 113678 (Sub-No. 362), filed August 11, 1969. Applicant: CURTIS, INC., Post Office Box 16004, Stockyards Station, Denver, Colo. 80216. Applicant's representatives: Duane W. Acklie, 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: (1) *Bananas, plantains, pineapples and coconuts*, and (2) *agricultural commodities*, in mixed shipments, the transportation of which is partially exempt from economic regulations under section 206(b)(6) of the Act when transported with (1) above, from Wilmington, Del., to points in Colorado, Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio, Pennsylvania, Kentucky, Nebraska, and Wisconsin. **NOTE:** Applicant states that 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 113828 (Sub-No. 163), filed August 15, 1969. Applicant: O'BOYLE TANK LINES, INCORPORATED, 4848 Cordell Avenue, Washington, D.C. 20014. Applicant's representatives: William P. Sullivan, 1819 H Street NW., Washington, D.C. 20006, also John F. Grimm (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Chemicals*, in bulk, from Richmond, Va., to Waverly, Va., restricted to traffic having an immediately prior movement by rail; and (2) *glycerine*, in bulk, from Baltimore, Md., to Richmond, Va. **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 114211 (Sub-No. 130), filed August 5, 1969. Applicant: WARREN TRANSPORT, INC., 324 Manhard, Post Office Box 420, Waterloo, Iowa 50704. 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: *Tractors* (except those with vehicle beds, bed frames, and fifth wheels), *equipment* designed for use in conjunction with tractors, *agricultural, industrial, and construction machinery, and equipment, trailers* designed for the transportation of the above described commodities (except those trailers designed to be drawn by passenger automobiles), *attachments* for the above-described commodities, *internal combustion engines, and parts* of the above-described commodities, when moving in mixed loads with such commodities, from the plant and warehouse sites of Deere & Co. in Dodge County, Wis., to points in

Connecticut, Delaware, District of Columbia, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Applicant further states it does not seek any duplicating authority for the purpose of sale or otherwise. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 114273 (Sub-No. 47), filed September 4, 1969. Applicant: CEDAR RAPIDS STEEL TRANSPORTATION, INC., Post Office Box 68, 3930 16th Avenue SW., Cedar Rapids, Iowa 52406. Applicant's representative: Robert E. Konchar, Suite 315, Commerce Exchange Building, 2720 First Avenue NE., Cedar Rapids, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers, trailer chassis* (except those designed to be drawn by passenger automobiles) *trailer converted dollies, truck tractors, containers, bodies and materials, supplies and parts of such commodities*, between points in Lee County, Iowa, on the one hand, and, on the other, points in the United States, except Hawaii and Alaska. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 114533 (Sub-No. 197), filed August 13, 1969. Applicant: BANKERS DISPATCH CORPORATION, 4970 South Archer Avenue, Chicago, Ill. 60632. Applicant's representatives: Warren W. Wallin, 330 South Jefferson Street, Chicago, Ill. 60606, and Arnold Burke, 2220 Brunswick Building, 69 West Washington Boulevard, Chicago, Ill. 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Small parts, electronic components and supplies* used in the repair, maintenance, and operation of electronic and mechanical office machines and systems, limited to 150 pounds per shipment, (a) between Chicago, Ill., on the one hand, and, on the other, points in Wisconsin, Michigan, Indiana, Missouri, and Ohio; and (b) between Detroit, Mich., on the one hand, and, on the other, points in Indiana and Ohio. **NOTE:** Applicant has an application pending for contract carrier authority in MC 128616, therefore dual operations may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Detroit, Mich.

No. MC 114737 (Sub-No. 6) (Amendment), filed April 30, 1969, published FEDERAL REGISTER issue of May 29, 1969, amended August 22, 1969, and republished as amended this issue. Applicant: O. A. WOODY, doing business as O and A FILM LINES, 14th and Avenue G, Lubbock, Tex. 79401. Applicant's representative: Warren A. Goff, 2111 Sterick Building, Memphis, Tenn. 38103. Authority sought to operate as a *common car-*

*rier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except classes A and B explosives, household goods as defined in 17 M.C.C. 467, commodities in bulk, and livestock), restricted so that no service shall be rendered in the transportation of any parcels, packages, or articles weighing in the aggregate more than 100 pounds from one consignor at any one location to one consignee at any one location on any 1 day, between points located (1) in an area bounded by a line beginning at the Texas-New Mexico State line near Farwell, Tex., extending along U.S. Highway 84 to Sweetwater, Tex.; thence southerly along Texas Highway 70 to the junction of U.S. Highway 277; thence along U.S. Highway 277 to San Angelo, Tex.; thence along U.S. Highway 67 to Barnhart, Tex., thence along Texas Highway 163 to Ozona, Tex., thence westerly along U.S. Highway 290 to junction U.S. Highway 80 (east of Kent, Tex.); thence along U.S. Highway 80 (through El Paso, Tex.) to the New Mexico-Texas State line (near Anthony, N. Mex.); (2) in the counties of Curry, De Baca, Roosevelt, Lincoln, Chaves, Dona Ana, Otero, Eddy, and Lea, N. Mex., and (3) points on U.S. Highway 80 from Sweetwater, Tex., to Dallas, and Fort Worth, Tex. **NOTE:** Applicant states that it desires the right to interline with other motor common carriers. Applicant further states that it would tack with its present authority at Dallas, Tex., to serve Oklahoma City, Okla. The purpose of this republication is to broaden the scope of authority sought. If a hearing is deemed necessary, applicant requests it be held at El Paso, Tex.

No. MC 115322 (Sub-No. 62), filed August 6, 1969. Applicant: REDWING REFRIGERATED, INC., Post Office Box 1698, Sanford, Fla. 32771. Applicant's representatives: James E. Wilson, 1735 K Street NW., Washington, D.C. 20006, and J. V. McCoy, Post Office Box 426, Tampa, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, (1) from the plantsite and storage facilities of Campbell Soup Co. in Salisbury, Md., to points in North Carolina, South Carolina, Tennessee, Louisiana, Alabama, Georgia, and Florida; and (2) from the plantsite and storage facilities of Campbell Soup Co. in Salisbury, Md., to points in Virginia for stop-off for partial unloading on traffic destined to the above-named States. **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 Washington, D.C.

No. MC 115491 (Sub-No. 118), filed August 11, 1969. Applicant: COMMERCIAL CARRIER CORPORATION, 502 East Bridgers Avenue, Post Office Box 67, Auburndale, Fla. 33823. Applicant's representative: Tony G. Russell (same address as above). Authority sought to operate as a *common carrier*, by motor



vehicle, over irregular routes, transporting: *Citrus products, canned beverages, canned beverage preparations, glass or plastic containers and closures therefor, in straight or mixed shipments, from Bradenton, Fla., to points in Alabama, Florida, and Georgia.* 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 Tampa, Fla.

No. MC 115523 (Sub-No. 153) (Amendment), filed June 26, 1969, published in the FEDERAL REGISTER issue of August 7, 1969, amended, and republished as amended this issue. Applicant: CLARK TANK LINES COMPANY, a corporation, 1450 North Beck Street, Salt Lake City, Utah 84116. Applicant's representative: Halard E. Barker (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Road oil, asphalt, and fuel oil in bulk, (a) between points in Iron, Beaver, Millard, Juab, and Tooele Counties, Utah, and points in Nevada and Arizona; and (b) from Grand Junction, Colo., and 10 miles thereof, to points in Utah, Arizona, California, Colorado, Nevada, Idaho, Oregon, Washington, Wyoming, Montana, New Mexico, North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, and Texas.* NOTE: The purpose of this republication is to include North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, and Texas as destination States in (b) above. Applicant states it intends to tack the sought authority under MC-115523, Subs 19, 20, 27, 60, wherein it is authorized to serve points in Oregon, Idaho, Utah, and Wyoming. Applicant further states no duplicating authority sought herein. If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, Utah, or Grand Junction, Colo.

No. MC 115703 (Sub-No. 3), filed August 20, 1969. Applicant: KREITZ MOTOR EXPRESS, INC., 717 Tulpehocken Street, Reading, Pa. 19603. Applicant's representative: James A. Vitez (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Commodities which require the use of special equipment or handling by reason of size or weight; contractors equipment; heavy and bulky articles, machinery parts; self-propelled articles, each weighing 15,000 pounds or more and related machinery, tools, parts and supplies restricted to commodities which are transported on trailers (except household goods and commodities in bulk), (A) between military installations or Defense Department establishment in Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Michigan, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Virginia, West Virginia, and the District of Columbia, and (B) between points in (A) above, on the one hand, and, on the other, points in Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Michigan, New Jersey, New York, North Carolina, Ohio,*

Pennsylvania, Rhode Island, Virginia, West Virginia, and the District of Columbia. NOTE: Applicant states that 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 Philadelphia, Pa.

No. MC 116544 (Sub-No. 111), filed August 12, 1969. Applicant: WILSON BROTHERS TRUCK LINE, INC., 700 East Fairview Street, Post Office Box 636, Carthage, Mo. 64836. Applicant's representative: Robert Wilson (same address as above). 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 Friona, Tex., to points in Florida.* 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 117119 (Sub-No. 419), filed August 18, 1969. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., a corporation, Post Office Box 188, Elm Springs, Ark. 72728. Applicant's representative: Bobby G. Shaw (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Bananas, plantains, pineapples, and coconuts* and (2) *agricultural commodities, in mixed shipments, the transportation of which is exempt under section 203(b)(6) of the Act when transported with (1) above, from Wilmington, Del., to points in Michigan, Ohio, Kentucky, Tennessee, Arkansas, Louisiana, Indiana, Wisconsin, Illinois, Minnesota, Iowa, Missouri, Texas, Oklahoma, Kansas, Nebraska, South Dakota, North Dakota, and Colorado.* NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 117574 (Sub-No. 184), filed August 7, 1969. Applicant: DAILY EXPRESS, INC., Post Office Box 39, Carlisle, Pa. 17013. Applicant's representative: E. S. Moore, Jr. (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Vehicles, and other wheeled equipment specially designed for off-highway use or combination off-highway use, and tools, equipment, or other commodities when shipped in such specially designed vehicles or equipment when transported by the driveway or towaway method (not including ordinary highway automobiles, trucks, buses, trailers, tractors, or mobile homes), between points in the United States (excluding Alaska and Hawaii).* NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. If a hearing is deemed necessary,

applicant requests it be held at Washington, D.C.

No. MC 117883 (Sub-No. 128), filed August 14, 1969. Applicant: SUBLER TRANSFER, INC., East Main Street, Versailles, Ohio 45380. Applicant's representative: William J. Boyd, 29 South La Salle Street, Chicago, Ill. 60603. 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 except hides, from points in the Omaha, Nebr., Council Bluffs, Iowa commercial zone, to points in Ohio, Indiana, Michigan, Pennsylvania, New York, New Jersey, Maine, Connecticut, Rhode Island, Vermont, New Hampshire, Massachusetts, Virginia, West Virginia, Delaware, Maryland, and Washington, D.C.* NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held in Omaha, Nebr.

No. MC 118263 (Sub-No. 15), filed August 14, 1969. Applicant: COLDWAY CARRIERS, INC., Post Office Box 38, Clarksville, Ind. 47131. Applicant's representative: Paul M. Daniell, 1600 First Federal Building, Atlanta, Ga. 30303. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Bananas, plantains, pineapples, and coconuts*, and (2) *agricultural commodities, in mixed shipments, the transportation of which is partially exempt under section 203(b)(6) of the Act when transported in mixed shipments with (1) above, from Wilmington, Del., to points in Kentucky, Indiana, Ohio, and Tennessee.* NOTE: Applicant states that 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 111069 and subs thereunder, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 119493 (Sub-No. 49), filed August 4, 1969. Applicant: MONKEM COMPANY, INC., West 20th Street Road, Post Office Box 1196, Joplin, Mo. 64801. Applicant's representative: Ray F. Kempt, Post Office Box 1196, Joplin, Mo. 64801. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Sand and rock, whole or crushed, from points in Arkansas on and north of the Arkansas River and on and west of Arkansas Highway 23, points in Oklahoma on and north of the Arkansas River, to points in Cherokee County, Kans., and points in Jasper and Newton Counties, Mo.* NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 123067 (Sub-No. 91), filed August 4, 1969. Applicant: M & M TANK



**LINE, INC.**, Post Office Box 612, Winston-Salem, N.C. 27102. Applicant's representative: B. M. Shirley, Jr. (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer materials*, in bulk, in bags, from Clio and Metter, Ga., to points in Florida and South Carolina. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 123775 (Sub-No. 1), filed August 20, 1969. Applicant: GENE P. LITTLE, doing business as ROAD SERVICE GARAGE, 1448 North Main Street, Marion, Ohio 43302. Applicant's representative: 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: *Disabled and wrecked vehicles* in wrecker service and tow away service and in connection therewith, *parts and equipment* for disabled or wrecked vehicles, between Youngstown, Ohio, on the one hand, and, on the other, points in Illinois, Indiana, Maryland, Michigan, New York, North Carolina, Pennsylvania, Virginia, and West Virginia. Restriction: No mobile homes or house trailer shall be transported under authority sought herein. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 124212 (Sub-No. 47), filed August 15, 1969. Applicant: MITCHELL TRANSPORT, INC., 21111 Chagrin Boulevard, Cleveland, Ohio 44122. Applicant's representative: J. A. Kundtz, 1050 Union Commerce Building, Cleveland, Ohio 44115. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement clinker*, between the plantsites of Lehigh Portland Cement Co. located at Union Bridge, Md., Fogelsville, Pa., and Alsen, N.Y. **NOTE:** Common control and dual operations may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 125430 (Sub-No. 4), filed August 1, 1969. Applicant: CLAUDE W. WAGNER, Route 1, McHenry, Md. 21541. Applicant's representative: Paul F. Sullivan, 701 Washington Building, Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Such commodities* as are dealt in by retail grocery stores from McKeesport and Belle Vernon, Pa., to Westernport, Md.; and (2) *lumber*, from points in Pennsylvania on and west of U.S. Highway 11 to points in Virginia, North Carolina, and Tennessee. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking, if war-

ranted. Applicant further states no duplicating authority being sought. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 125474 (Sub-No. 21), filed August 13, 1969. Applicant: BULK HAULERS, INC., 1901 Wooster Street, Wilmington, N.C. 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: (1) *Dimethyl terphenylate*, (a) from points in New Hanover County, N.C., to points in Tennessee and South Carolina and Virginia and (b) from Forster, S.C., to points in North Carolina and Tennessee and (2) *methanol*, in bulk, in tank vehicles, from points in New Hanover County, N.C., to points in North Carolina, South Carolina, Tennessee, Virginia, and Georgia. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C. or Washington, D.C.

No. MC 126045 (Sub-No. 18), filed June 26, 1969. Applicant: ALTER TRUCKING AND TERMINAL CORPORATION, Post Office Box 3122, Davenport, Iowa 52808. Applicant's representative: Lord, Bissell & Brook, 135 South La Salle Street, Chicago, Ill. 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer materials*, in bulk, from Des Moines, Iowa, to points in Missouri, Kansas, Nebraska, South Dakota, Minnesota, Wisconsin, and Illinois. **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 126436 (Sub-No. 3), filed June 30, 1969. Applicant: CONTINENTAL CONTRACT CARRIERS CORP., Post Office Box 20365, Greensboro, N.C. 27420. Applicant's representatives: A. David Millner, 744 Broad Street, Newark, N.J. 07102 and Harry Ross, Warner Building, Washington, D.C. 20004. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Tobacco* (except leaf, chopped leaf, redried leaf, stemmed leaf, and stems of tobacco), *leaf, redried leaf, stemmed leaf, and stems of tobacco*, when transported in the same vehicle and at the same time with commodities subject to economic regulation, *tobacco products, and articles* used in the production, processing, manufacture, sale and distribution of tobacco and tobacco products, between the facilities of the Lorillard Corp. in Danville, Va., Greensboro, N.C., and Lexington and Louisville, Ky., on the one hand, and, on the other, points in Arizona, Arkansas, California, Colorado, Idaho, Iowa, Kansas, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, and Wyoming. Restriction: The operations authorized herein are limited to a transportation

service to be performed, under a continuing contract or contracts with The Lorillard Corporation of New York, N.Y. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 126910 (Sub-No. 2), filed August 21, 1969. Applicant: KING B. ROWLAND, 55 East Washburn Street, New London, Ohio 44851. Applicant's representative: Paul F. Beery, 88 East Broad Street, Columbus, Ohio 43215. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Tile and drainage material*, and (2) *fittings, connections, liners and filters* designed for use with the foregoing articles in (1) above, between the plantsites of the E. Biglow Co., at or near New London, Ohio, and Michigan Vitrified Tile Co., at or near Corunna, Mich., on the one hand, and, on the other, points in Michigan and Ohio. Restriction: The operations requested herein will be limited to the transportation service to be performed under a continuing contract or contracts with the E. Biglow Co., New London, Ohio, and Michigan Vitrified Tile Co., Corunna, Mich. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 127042 (Sub-No. 44), filed August 1, 1969. Applicant: HAGEN, INC., 4120 Floyd Boulevard, Post Office Box 6, Leeds Station, Sioux City, Iowa 51108. Applicant's representative: Joseph W. Harvey (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs, and foodstuffs in mixed loads with agricultural commodities* as defined in section 203(b)(6) of the Act, as amended, from Sioux City, Iowa, to points in Arizona, California, Colorado, Idaho, Kansas, Montana, Nebraska, Nevada, New Mexico, Oregon, South Dakota, Utah, Washington, and Wyoming. **NOTE:** Applicant states joinder or tacking possible under various subs however applicant intends also to accept interline shipments from other common carriers. If a hearing is deemed necessary, applicant requests it be held at Sioux City, Iowa, or Omaha, Nebr.

No. MC 127042 (Sub-No. 46), filed August 8, 1969. Applicant: HAGEN, INC., 4120 Floyd Boulevard, Post Office Box 6, Leeds Station, Sioux City, Iowa 51108. Applicant's representative: Joseph W. Harvey (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 hides and commodities in bulk, from Salmon, Idaho, to points in Colorado, Iowa, Nebraska, Kansas, Missouri, Minnesota, Illinois, 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 Salt Lake City, Utah, or Boise, Idaho.

No. MC 127834 (Sub-No. 39), filed August 18, 1969. Applicant: CHEROKEE HAULING & RIGGING, INC., 540-42 Merritt Avenue, Nashville, Tenn. 37203. Applicant's representative: Robert M. Pearce, Post Office Box E, Bowling Green, Ky. 42101. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Aluminum light poles, light pole brackets, parts and accessories therefor*, from points in Washington County, Va., to points in United States (except Alaska and Hawaii). Note: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn.

No. MC 128772 (Sub-No. 2), filed August 14, 1969. Applicant: STAR BULK TRANSPORT, INC., 827 North Front Street, New Ulm, Minn. 56073. Applicant's representative: Charles E. Nie-man, 1160 Northwestern Bank Building, Minneapolis, Minn. 55402. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) *Dairy products*, from Clarkfield, Minn., to points in Chicago, Ill., and (2) *Dairy equipment, dairy supplies, and dairy materials*, from Chicago, Ill., to points in Clarkfield, Minn., under contract with Five Star Dairyland Co-operative. Note: If a hearing is deemed necessary, applicant requests it be held at Minneapolis or St. Paul, Minn.

No. MC 129981 (Sub-No. 1), filed August 7, 1969. Applicant: BRIDG-FORD DISTRIBUTING CO., a corporation, 1 Frozen Food Plaza, Secaucus, N.J. 07094. Applicant's representative: J. Max Harding, 605 South 14th Street, Post Office Box 2028, Lincoln, Nebr. 68501. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Frozen bread dough and frozen bakery products*, from the plantsite and warehouse facilities utilized by Frozen-Rite Foods, Inc., at Dallas, Tex., to points in the United States (except Alaska and Hawaii); *return shipments and material and supplies* used in the manufacture of frozen bread dough and frozen bakery products, in the reverse direction; restricted against the transportation of any commodities in bulk and limited to service performed under a continuing contract with Frozen-Rite Foods, Inc. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Dallas, Tex.

No. MC 133643 (Sub-No. 1), filed August 8, 1969. Applicant: JAMES W. MOORE, doing business as FORT WORTH TRANSFER CO., 1510 Jones Street, Post Office Box 4089, Fort Worth, Tex. 76106. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Containerized and household goods and personal effects*, between points in Tarrant County, Tex., on the one hand, and, on the other, points in Tarrant, Dallas,

Ellis, Hood, Johnson, Parker, Wise, Denton, Collin, and Palo Pinto Counties, Tex. Note: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Fort Worth, Tarrant County, Tex.

No. MC 133735 (Sub-No. 1), filed August 7, 1969. Applicant: AUDUBON TRANSPORT, INC., Audubon, Iowa 50025. 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: *Liquid fertilizer, fertilizer solutions, and anhydrous ammonia*, in bulk, in tank vehicles, from Audubon, Iowa, to points in Kansas, Minnesota, Missouri, Nebraska, North Dakota, and South Dakota. Note: Applicant states that 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 Des Moines, Iowa.

No. MC 133753, filed May 19, 1969. Applicant: DOMSEY TRADING CORPORATION, 29-05 122d Street, College Point, N.Y. 11354. Applicant's representative: Arthur Salm (same address as above). Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Candelilla wax*, from Marathon, Tex., to points in New York and New Jersey under contract with Adams Candelilla Wax Co. Note: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 133936, filed August 1, 1969. Applicant: LESCO, INC., Post Office Box 2663, Memphis, Tenn. 38102. Applicant's representative: D. D. Brunson, 419 Northwest Sixth Street, Oklahoma City, Okla. 73102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *New furniture*, in cartons, or containers; *parts and items used or dealt in by wholesale and retail furniture merchandisers and suppliers*; (2) *premiums, prizes, displays, and advertising materials* used, distributed or dealt in by wholesale and retail furniture merchandisers and suppliers; and (3) *commodities* as set forth in ICC Administrative Rules 77 and 110, when moving in mixed shipments with regulated commodities set forth in (1) and (2) above, from New Albany, Miss.; Camden and Truman, Ark.; Athens and Memphis, Tenn.; Selma, Ala.; and Toccoa, Ga., to points in Arkansas, Missouri, Mississippi, Kentucky, Tennessee, Louisiana, Alabama, and Georgia. Note: If a hearing is deemed necessary, applicant requests it be held at Oklahoma City, Okla.; Dallas, Tex.; or Memphis, Tenn.

No. MC 133940, filed August 1, 1969. Applicant: EDWARD P. STROUTH, 903 Cumberland Street, Bristol, Va. 24201. Applicant's representative: Morris Honig, 150 Broadway, New York, N.Y. 10038. Authority sought to operate as a common carrier, by motor vehicle, over irregular

routes, transporting: *Waste materials, and rags, cottons, woolens, clothing, and burlap*, all used, from New York, N.Y., to McAllen, El Paso, and Laredo, Tex. 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.

#### MOTOR CARRIERS OF PASSENGERS

No. MC 3647 (Sub-No. 418), filed August 13, 1969. Applicant: PUBLIC SERVICE COORDINATED TRANSPORT, a corporation, 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 regular routes, transporting: *Passengers and their baggage, and express and newspapers*, in the same vehicle with passengers, between points in Wayne Township, N.J. and points in Denville Township, N.J.; from the junction of Interstate Highway 80, New Jersey Highway 23 and U.S. Highway 46, Wayne Township, N.J., over Interstate Highway 80 to the junction of U.S. Highway 46, Denville Township, N.J., and return over the same route, for operating convenience only, serving no intermediate points, except at the termini for purpose of joinder only with applicant's existing authorized routes. Note: If a hearing is deemed necessary, applicant requests it be held at Allentown, Pa., or Newark, N.J.

No. MC 69394 (Sub-No. 9), filed September 3, 1969. Applicant: THE GRAY LINE, INC., 25 Webber Street, Roxbury (Boston), Mass. 02119. Applicant's representative: Charles W. Singer, 33 North Dearborn Street, Chicago, Ill. 60602. Authority sought to operate as a common carrier, by motor vehicle, over regular and irregular routes, transporting: *Passengers and their baggage, and express, mail and newspapers* in the same vehicle with passengers (A) Regular routes: (1) Between Boston, Mass., and Woonsocket, R.I., serving all intermediate points. From Boston over Interstate Highway 90 to interchange number 13, thence over unnumbered highway to junction Massachusetts Highway 30, thence over Massachusetts Highway 30 to junction Massachusetts Highway 126, and thence over Massachusetts Highway 126 to Woonsocket, and return over the same route. (2) Between Holliston, Mass., and Bellingham, Mass. From Holliston over unnumbered highway via Medway, Mass. (also over Massachusetts Highways 16 and 109 and unnumbered highways via West Medway), to junction Massachusetts Highway 140, and thence over Massachusetts Highway 140 to Bellingham (also from junction Massachusetts Highway 140 and unnumbered highway west of Franklin, Mass., over Massachusetts Highway 140 to Franklin, and thence over Massachusetts Highway 140 to Bellingham) and return over the same route. (3) Between junction of Massachusetts Highways 16 and 126 south of Holliston, Mass., and Bellingham, Mass.



From junction of Massachusetts Highways 16 and 126 south of Holliston, Mass., over Massachusetts Highway 16 to junction Massachusetts Highway 140 near Milford, Mass. (also over Massachusetts Highway 16 to Milford, Mass., and thence over unnumbered highway to junction with Massachusetts Highway 140 near Milford, Mass.), thence over Massachusetts Highway 140 to Bellingham, and return over the same route. (4) Between Boston, Mass., and junction Massachusetts Highways 16 and 109 near Milford, Mass. From Boston over U.S. Highway 1 and city streets to junction U.S. Highway 1 and Massachusetts Highway 109, and thence over Massachusetts Highway 109 to its junction with Massachusetts Highway 16 near Milford, Mass., and return over the same route. (5) Between junction Interstate Highway 90 and Massachusetts Highway 128 and junction Massachusetts Highways 109 and 128. From junction Interstate Highway 90 and Massachusetts Highway 128 over Massachusetts Highway 109, and return over the same route. (6) Between Framingham, Mass., and junction Massachusetts Highway 126 and unnumbered highway south of Framingham. From Framingham over Massachusetts Highway 135 to Ashland, Mass., and thence over unnumbered highway to its junction with Massachusetts Highway 126 south of Framingham, and return over the same route. (B) Irregular routes, in special or charter operations. Between points on the routes described in A above, on the one hand, and, on the other points in the United States. Note: If a hearing is deemed necessary, applicant requests it be held at Boston, Mass.

#### APPLICATIONS FOR FREIGHT FORWARDER

No. FF-322 (SUNPAK MOVERS, INC.) FREIGHT FORWARDER APPLICATION, (Republication), filed July 27, 1965, published in the FEDERAL REGISTER issue of August 11, 1965, and republished this issue. Applicant: SUNPAK MOVERS, INC., 1631 Queen Anne Avenue North, Seattle, Wash. Applicant's attorney: Alan F. Wohlstetter, 1 Faragut Square South, Washington, D.C. 20006. Upon consideration of the application as amended in the above entitled proceedings, the examiner recommended the granting to applicant of a permit authorizing the freight forwarder services substantially as indicated below. A decision and order of the Commission, Review Board Number 3, dated January 21, 1969, and served January 28, 1969, as modified, finds that operation by applicant in interstate commerce, as a freight forwarder of used household goods, unaccompanied baggage, and used automobiles, between points in the United States, including Alaska and Hawaii, will be consistent with the public interest and the national transportation policy. Because it is possible that other persons, who have relied upon the notice of the publication as published, may have an

interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this decision and order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a permit in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file a petition to reopen or for other appropriate relief setting forth in detail the precise manner in which it has been so prejudiced.

#### APPLICATION FOR BROKERAGE LICENSE

No. MC 130095, filed July 30, 1969. Applicant: ELEGANTE TOURS, INC., 1629 Lexington Avenue, New York, N.Y. 10029. Applicant's representative: Elias Messing, 120 Broadway, New York, N.Y. 10005. For a license (BMC 5) to engage in operations as a broker at New York, N.Y., in arranging for transportation in interstate or foreign commerce of passengers and their baggage, both as individuals and in groups, in all-expense tours to points of interest, beginning and ending at New York, N.Y., and extending to points in Pennsylvania, New Jersey, Virginia, and the District of Columbia.

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

No. MC 101529 (Sub-No. 3), filed August 20, 1969. Applicant: VALLEY TRUCKING COMPANY, a corporation, Morris, Ill. Applicant's representative: Irving Klein, 280 Broadway, New York, N.Y. 10007. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Paper, paper products, glue, paste, and containers, serving the terminal site of Cooper-Jarrett, Inc., approximately one-half mile west of the junction of Interstate Highway 55 and County Line Road, in Du Page County, Ill., as an off-route point in connection with applicant's authorized regular route operations to and from Chicago, Ill.

No. MC 114290 (Sub-No. 39), filed August 7, 1969. Applicant: EXLEY EXPRESS, INC., 2610 Southeast Eighth, Portland, Ore. 97202. Applicant's representative: James T. Johnson, 1610 IBM Building, Seattle, Wash. 98101. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Bananas, from Seattle, Wash., to Portland, Eugene, Salem, Corvallis, Klamath Falls, Roseburg, Coos Bay, Medford, and Bend, Ore. Note: Applicant states that the requested authority cannot be tacked with its existing authority.

No. MC 124328 (Sub-No. 37) (Correction), filed July 30, 1969, published in the FEDERAL REGISTER on August 21, 1969, republished as corrected, this issue. Applicant: BRINK'S INCORPORATED, 234 East 24th Street, Chicago, Ill. 60616. Applicant's representative: F. D. Partlan (same address as above). Authority sought to operate as a contract carrier,

by motor vehicle, over irregular routes, transporting: Silver granules, from Herculaneum, Mo., to points in South Amboy, N.J., under contract with St. Joseph Lead Company of New York, N.Y. Note: Common control may be involved. The purpose of this republication is to reflect that applicant seeks contract carrier authority in lieu of common carrier authority which was inadvertently shown in the previous publication.

By the Commission.

[SEAL] ANDREW ANTHONY, Jr.,  
Acting Secretary.

[P.R. Doc. 69-10778; Filed, Sept. 10, 1969;  
8:45 a.m.]

[No. 19610']

#### ILLINOIS FREIGHT ASSOCIATION

##### Switching Rates in the Chicago Switching District

AUGUST 29, 1969.

Notice is hereby given that member rail carriers of the Illinois Freight Association filed a petition with the Interstate Commerce Commission for modification of the outstanding orders in these proceedings. The modification sought is to change the term "slag" to "slag, unsuitable for the further extraction of metals" in the tariffs named below.

The modification sought would appear in (1) Items 405 and 435 of Illinois Freight Association Tariff 21-F, ICC No. 1168, (2) Items 350 to 410 of Elgin, Joliet, and Eastern Railway Company Tariff 46-W, ICC No. 2384, (3) The Baltimore and Ohio Railroad Company Tariff 467-B, ICC No. 24876, (4) The Baltimore and Ohio Railroad Company Tariff 467-B, ICC No. 24876, (5) Elgin, Joliet, and Eastern Railway Tariff 136-H, ICC No. 2403, and (6) other agency and individual lines tariffs naming similar rates between points in the Chicago Switching District not otherwise specified by the petitioner.

The modification is sought to settle the question of whether the present rates prescribed on aggregate materials, including slag in open-top cars not covered by tarpaulin, published in the above-named tariffs are applicable on slag having value for the further extraction of metal.

Notice of the filing of this petition will be given by publication in the FEDERAL REGISTER.

Any persons interested in the matter of this petition may, on or before 30 days from the publication of this notice in the FEDERAL REGISTER, file replies to the petition supporting or opposing the determination sought. An original and 15 copies of such replies must be filed with the Commission and must show service of 2 copies upon Mr. John H. Doeringer, attorney for petitioner, Illinois Central Railroad, 135 East 11th

\* Embraces also No. 24950, Acme Steel Co. et al v. Atchison, Topeka & Santa Fe Railway Co. et al.



Place, Chicago, Ill. 60605. Thereafter, a determination will be made as to the disposition of the petition.

[SEAL] ANDREW ANTHONY, Jr.,  
Acting Secretary.

[P.R. Doc. 69-10842; Filed, Sept. 10, 1969;  
8:48 a.m.]

#### FOURTH SECTION APPLICATIONS FOR RELIEF

SEPTEMBER 8, 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. 41739—*Chicken offal between points in southwestern, IFA and western trunkline territories.* Filed by Southwestern Freight Bureau, agent (No. B-67), for interested rail carriers. Rates on chicken offal, ground, in carloads, as described in the application, between points in southwestern territory, including Mississippi River crossings Memphis, Tenn., and south; also between points in southwestern territory, on the one hand, and points in Illinois Freight Association and western trunkline territories, on the other.

Grounds for relief—Short-line distance formula and grouping.

Tariffs—Supplements 30 and 139 to Southwestern Freight Bureau, agent, tariffs ICC 4819 and 4690, respectively.

FSA No. 41740—*Volcanic scoria or slag from Santa Fe and Lamy, N. Mex.* Filed by Southwestern Freight Bureau, agent (No. B-77), for interested rail carriers. Rates on volcanic scoria or slag, not pumice stone, in carloads, from Santa Fe and Lamy, N. Mex., to points in Illinois Freight Association and western trunkline territories.

Grounds for relief—Market competition.

Tariff—Supplement 139 to Southwestern Freight Bureau, agent, tariff ICC 4690.

FSA No. 41741—*Newsprint paper from points in Canada.* Filed by Traffic Executive Association-Eastern Railroads, agent (E.R. No. 2957), for interested rail carriers. Rates on newsprint paper, in carloads, as described in the application, from Jonquiere and St. Joseph d'Alma, Quebec, Canada, to Milwaukee, Wis.

Grounds for relief—Water competition.

Tariff—Supplement 42 to Canadian National Railways tariff ICC E.543.

FSA No. 41742—*Barites (Barytes) from Cartersville, Ga.* Filed by O. W. South, Jr., agent (No. A6127), for interested rail carriers. Rates on barites (barytes), ground, in carloads, as described in the application, from Cartersville, Ga., to Berwick and Morgan City, La.

Grounds for relief—Market competition.

Tariff—Supplement 84 to Southern Freight Association, agent, tariff ICC S-417.

FSA No. 41743—*Soda ash from points in Michigan and Ohio.* Filed by Traffic Executive Association-Eastern Railroads, agent (E.R. No. 2955), for interested rail carriers. Rates on soda ash, in bulk, in covered hopper cars, in carloads, as described in the application, from specified points in Michigan and Ohio, to specified points in Alabama, Mississippi, and Tennessee.

Grounds for relief—Market competition.

Tariff—Supplement 80 to Traffic Executive Association-Eastern Railroads, agent, tariff ICC C-611.

By the Commission.

[SEAL] H. NEIL GARSON,  
Secretary.

[P.R. Doc. 69-10843; Filed, Sept. 10, 1969;  
8:48 a.m.]

[Notice 902]

#### MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

SEPTEMBER 8, 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 Part 1131) 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 protests must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The 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 field office to which protests are to be transmitted.

##### MOTOR CARRIERS OF PROPERTY

No. MC 107295 (Sub-No. 217 TA), filed September 4, 1969. Applicant: PRE-FAB TRANSIT CO., 100 South Main Street, Farmer City, Ill. 61842. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Hardwood paneling*, from Stuttgart, Ark., to points in New Jersey, New York, Massachusetts, Connecticut, Rhode Island, and Pennsylvania, for 180 days. Supporting shipper: Townsend Paneling, Inc., Post Office Box 916, Stuttgart, Ark. 72160. Send protests to: Harold C. Joliff, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 476, 325 West Adams Street, Springfield Ill. 62704.

No. MC 107496 (Sub-No. 747 TA), filed September 2, 1969. Applicant: RUAN TRANSPORT CORPORATION, Third and Keosauqua Way, Des Moines, Iowa 50309. Applicant's representative: H. L. Fabritz (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid feed*, in bulk, in tank vehicles, from Sioux City, Iowa, to points in South Dakota, Nebraska, and Minnesota, for 150 days. Supporting shipper: Kent Feeds, Inc., Muscatine, Iowa 52761. Send protests to: Ellis L. Annett, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 677 Federal Building, Des Moines, Iowa 50309.

No. MC 110525 (Sub-No. 928 TA), filed September 4, 1969. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. 19335. Applicant's representative: Edwin H. van Deusen (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Steam cylinder oil*, in bulk, in tank vehicles, from Memphis, Tenn., to Freeport, Tex., for 180 days. Supporting shipper: The Dow Chemical Co., Freeport, Tex. 77541. Send protests to: Peter R. Guman, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 900 U.S. Customhouse, Philadelphia, Pa. 19335.

No. MC 112750 (Sub-No. 268 TA) filed August 27, 1969. Applicant: AMERICAN COURIER CORPORATION, 2 Nevada Drive, Lake Success, N.Y. 11040. Applicant's representative: John M. Delany (same address as above). Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Commercial papers, documents, written instruments and business records*, (except currency and negotiable securities), as are used in the business of banks and banking institutions; (1) between Roanoke, Va., on the one hand, and, on the other, points in Tennessee; (2) between Menominee, Mich., and Clintonville, Wis., for 180 days. Supporting shippers: (1) The First National Exchange Bank of Virginia, Roanoke, Va. 24010; (2) The First National Bank of Menominee, Menominee, Mich. 49858. Send protests to: District Supervisor Anthony Chiusano, Interstate Commerce Commission, Bureau of Operations, 26 Federal Plaza, New York, N.Y. 10007.

No. MC 117940 (Sub-No. 6 TA), filed August 29, 1969. Applicant: NATIONWIDE CARRIERS, INC., Post Office Box 104, Maple Plain, Minn. 55359. Applicant's representative: M. James Levitus, Nationwide Carriers, Inc., Post Office Box 104, Maple Plain, Minn. 55359. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Bananas, plantains, pineapples, and coconuts and agricultural commodities*, otherwise exempt from economic regulations under section 203(b) (6) of the Act when transported in mixed shipments with bananas, plantains, pineapples, and coconuts, from Wilmington,



Del., to points in Illinois, Indiana, Michigan, Iowa, Minnesota, North Dakota, Ohio, South Dakota, and Wisconsin, for 180 days. Supporting shipper: West Indies Fruit Co., Post Office Box 1940, Miami, Fla. 33101. Send protests to: A. N. Spath, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 448 Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn. 55401.

No. MC 118959 (Sub-No. 51 TA), filed August 28, 1969. Applicant: JERRY LIPPS, INC., 130 South Frederick, Cape Girardeau, Mo. 63701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pipe, pipe fittings and couplings*, from Louisiana, Mo., to points in Alabama, Arkansas, Florida, Colorado, Georgia, Illinois, Indiana, Kentucky, Louisiana, Minnesota, Mississippi, Michigan, Missouri, Ohio, Kansas, Nebraska, Oklahoma, North Carolina, Pennsylvania, South Carolina, Tennessee, West Virginia, and Wisconsin, for 180 days. Supporting shipper: Tallman Conduit Co., 600 South Main Street, Louisiana, Mo. 63353. Send protests to: J. P. Werthmann, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 3248, 1520 Market Street, St. Louis, Mo. 63103.

No. MC 121654 (Sub-No. 1 TA), filed August 29, 1969. Applicant: COASTAL TRANSPORT & TRADING CO., 2700 Louisville Road, Post Office Box 7177, Savannah, Ga. 31408. Applicant's representative: R. W. Gerson, The Commercial Building, Atlanta, Ga. 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Natural resins*, in drums, from points in Georgia to points in Chatham and Glynn Counties, Ga., for 180 days. Supporting shippers: Whitney & Oettler Department, J. M. Huber Corp., Post Office Box 8024, Savannah, Ga. 31404; Filtered Rosin Co., Baxley, Ga.; J. K. Ebberwein Foreign Freight Forwarder, Suite 208, Realty Building, Savannah, Ga. 31402; Anderson Shipping Company of Savannah, Ga., No. 2 Whitaker Building, Savannah, Ga. Send protests to: District Supervisor, G. H. Fauss, Jr., Bureau of Operations, Interstate Commerce Commission, Box 35008, 400 West Bay Street, Jacksonville, Fla. 32202.

No. MC 124117 (Sub-No. 3 TA), filed September 4, 1969. Applicant: EARL FREEMAN, doing business as MID-TENN EXPRESS, Post Office Box 101, Eagleville, Tenn. 37060. Applicant's representative: Walter Harwood, Suite 1822, Parkway Towers, Nashville, Tenn. 37219. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages and related advertising materials*, from Winston-Salem, N.C., to Winchester, Tenn., for 180 days. Supporting shipper: Anderton Distributing Co., 198 Fifth Avenue NE., Winchester, Tenn. 37398. Send protests to: Joe J. Tate, District Supervisor, Interstate Commerce Commission,

Bureau of Operations, 803, 1808 West End Building, Nashville, Tenn. 37203.

No. MC 125952 (Sub-No. 10 TA), filed August 29, 1969. Applicant: INTERSTATE DISTRIBUTOR CO., 8311 Durango Southwest, Tacoma, Wash. 98499. Applicant's representative: George R. LaBissoniere, 1424 Washington Building, Seattle, Wash. 98101. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Custom-cut lumber for furniture and cabinets*—for the account of Lindell Enterprises Co., from Tacoma, Wash., to points in California, for 180 days. Supporting shipper: Lindell Enterprises, 806 High Street, Bellingham, Wash. 98225. Send protests to: E. J. Casey, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 6130 Arcade Building, Seattle, Wash. 98101.

No. MC 128031 (Sub-No. 2 TA), filed August 25, 1969. Applicant: GEORGE A. McFARLAND, doing business as McFARLAND TRUCKING, Box 643, Austin, Minn. 55912. Applicant's representative: Andrew R. Clark, 1000 First National Bank Building, Minneapolis, Minn. 55402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dairy products, dairy product substitutes, and citrus fruit juices, and merchandise premiums* in mixed loads with said commodities, (1) from Rochester, Minn., to Buffalo Center, St. Ansgar, Osage, Mason City, Charles City, Northwood, and Fort Dodge, Iowa, and Alden Wells, Kiester, and Albert Lea, Minn., with no transportation for compensation on return except as otherwise authorized; (2) from Rochester, Minn., to Bancroft, Woden, Britt, Kanawha, Belmond, Garner, Iowa, with no compensation on return except as otherwise authorized, for 180 days. Supporting shipper: Mari-gold Foods, Inc., 2929 University Avenue SE., Minneapolis, Minn. 55414. Send protests to: A. N. Spath, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 448 Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn. 55401.

No. MC 133984 (Sub-No. 1 TA), filed August 28, 1969. Applicant: POPPERT TRUCKING COMPANY, 1915 North Durfee, El Monte, Calif. 91733. Applicant's representative: Donald Murchison, Suite 211 Paris Building, 211 South Beverly Drive, Beverly Hills, Calif. 90212. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Store fixtures and equipment* crated and *store fixtures and equipment* uncrated in mixed loads on flatbed trailers between the plantsite and warehouses of Hill Refrigeration Corp., located within Glendale and Burbank, Calif., on the one hand, and, on the other, points in Arizona, Idaho, Montana, Nevada, Oregon, Utah, Washington, Wyoming, and Colorado, for 150 days. Supporting shipper: Robert G. Harrison, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room

7708, Federal Building, 300 North Los Angeles Street, Los Angeles, Calif. 90012.

By the Commission.

[SEAL]

H. NEIL GARSON,  
Secretary.

[F.R. Doc. 60-10844; Filed, Sept. 10, 1969;  
8:48 a.m.]

## DEPARTMENT OF COMMERCE

Business and Defense Services  
Administration

### JACKSON LABORATORY

#### 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. 69-00527-33-46040. Applicant: The Jackson Laboratory, Bar Harbor, Maine 04609. Article: Electron microscope, Model HU-11C. Manufacturer: Hitachi, Ltd., Japan. Intended use of article: The article will be used for studies to better acquaint staff members with the field of fine-structure analysis and the use of the instrument. Studies presently planned are as follows:

- The developmental effects in the mouse of mutant genes causing morphological abnormalities at early embryonic stages.
- The development of testicular teratomas which occur with predictable frequency in an inbred strain of mice.
- Studies of 12 distinct genetically caused anemias of mice.
- The study of fine structure of muscle in preclinical stages of hereditary mouse muscular dystrophy.
- Studies concerning the differences in the molecular structure of transfer RNA (sRNA) in normal and neoplastic tissue of the mouse and in various other species.

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: (1) The foreign article provides a means for evacuating the specimen airlock before the specimen is introduced into the column. The most closely comparable domestic electron microscope is the Model EMU-4B which was being manufactured by the Radio



Corp. of America (RCA) at the time the applicant ordered the foreign article, but which is currently being manufactured by Forghio Corp. (Forghio). In the domestic electron microscope, the airlock is not evacuated before introducing the specimen, thus requiring the cutoff of the high voltage with each specimen change and a restabilization of the high voltage after it is restored. We are advised by the Department of Health Education, and Welfare (HEW) in its memorandum of June 25, 1969, that the procedures inherent in the domestic electron microscope would affect the accomplishment of the research objectives of the program in which the foreign article is intended to be used. (2) The foreign article permits a continuous change from 400 to 500,000 magnifications without the need to change pole pieces, whereas the domestic instrument requires a change in pole pieces to produce distortion-free micrographs. We are also advised by HEW that the 5-minute delay required each time the pole piece was changed, which also involves breaking the vacuum in the column, would tend to affect the specimen and thus impair the achievement of the purposes for which the foreign article is intended to be used.

For the foregoing reasons, 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 the purposes for which such article is intended to be used, which is being manufactured in the United States.

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

[F.R. Doc. 69-10819; Filed, Sept. 10, 1969;  
8:46 a.m.]

## DEPARTMENT OF HEALTH, EDU- CATION, AND WELFARE

Food and Drug Administration

[DESI 11-300]

### CHLORZOXAZONE BY ITSELF OR IN COMBINATION WITH ACETAMINO- PHEN; CODEINE PHOSPHATE AND ACETAMINOPHEN; OR PREDNISOLONE AND ACETAMINOPHEN

Drugs for Human Use; Drug Efficacy  
Study Implementation

The Food and Drug Administration has evaluated reports received from the National Academy of Sciences-National Research Council, Drug Efficacy Study Group, and other available evidence on the following drugs:

1. Chlorzoxazone 250 milligrams per tablet (Paraflex); marketed by McNeil Laboratories, Inc., Camp Hill Road, Fort

Washington, Pa. 19034 (NDA 11-300).

2. Chlorzoxazone 125 milligrams and acetaminophen 300 milligrams per tablet (Parafon); Chlorzoxazone 250 milligrams and acetaminophen 300 milligrams per tablet (Parafon Forte); marketed by McNeil Laboratories, Inc. (NDA 11-529).

3. Chlorzoxazone 125 milligrams, codeine phosphate 15 milligrams, and acetaminophen 300 milligrams per tablet (Parafon with Codeine); marketed by McNeil Laboratories, Inc. (NDA 11-985).

4. Chlorzoxazone 125 milligrams, acetaminophen 300 milligrams and prednisolone 1 milligram per tablet (Parafon with Prednisolone); marketed by McNeil Laboratories, Inc. (NDA 11-528).

These drugs are regarded as new drugs. The Food and Drug Administration's conclusions as to their effectiveness classification and marketing status are described below.

A. *Effectiveness classification.* 1. On the basis of the Academy reports the articles containing chlorzoxazone with acetaminophen, and with acetaminophen and prednisolone or codeine phosphate are considered to be possibly effective for all of their labeled indications.

2. Chlorzoxazone alone has been evaluated as lacking substantial evidence of effectiveness for reducing spasticity associated with neurological disease and traumatic spinal cord injuries. For its other labeled indications it has been evaluated as possibly effective.

B. *Marketing status.* 1. Holders of previously approved new drug applications and any person marketing any such drug without approval will be allowed 6 months from the date of publication of this announcement in the Federal Register to obtain and to submit in a supplemental or original new drug application data to provide substantial evidence of effectiveness for those indications for which these drugs have been classified as possibly effective: *Provided*, That, in regard to chlorzoxazone alone, the claim for which substantial evidence of effectiveness is lacking (as described in paragraph A above) is deleted within 60 days of the date of this publication. The holder of the previously approved application for chlorzoxazone alone (Paraflex) is requested to submit within the 60-day period a supplement containing revised labeling deleting the claim. The supplement should be submitted under the provisions of 130.9 (d) and (e) of the new-drug regulations (21 CFR 130.9 (d), (e)) which permit certain changes to be put into effect at the earliest possible time. Failure to do so may result in a proposal to withdraw approval of the new drug application.

2. At the end of the 6-month period, any data submitted will be evaluated to determine whether there is substantial evidence of effectiveness of the drugs for such uses. After the evaluation, the conclusions concerning the drugs will be published in the Federal Register. If no studies have been undertaken or if the studies do not provide substantial evidence of effectiveness, procedures will be

initiated to withdraw approval of the new drug applications for the above mentioned drugs, pursuant to the provisions of section 505(e) of the Federal Food, Drug, and Cosmetic Act. Withdrawal of approval of the applications will cause any such drugs on the market to be new drugs for which an approval is not in effect.

The above-named holder of the new drug applications for these drugs has been mailed a copy of the NAS-NRC report. Any interested person may obtain a copy of these reports by writing to the office named below.

Communications forwarded in response to this announcement should be identified with the reference number, DESI 11-300, and be directed to the attention of the following appropriate office and addressed to the Food and Drug Administration, 200 C Street, SW., Washington, D.C. 20204:

Requests for NAS-NRC reports: Press Relations Office (CE-300).

Supplements (identify with NDA number): Office of Marketed Drugs (MD-300), Bureau of Medicine.

Original new-drug applications: Office of New Drugs (MD-100), Bureau of Medicine. All other communications regarding this announcement: Special Assistant for Drug Efficacy Study Implementation (MD-16), Bureau of Medicine.

This notice is issued pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 502, 505, 52 Stat. 1050-53, as amended; 21 U.S.C. 352, 355) and under the authority delegated to the Commissioner of Food and Drugs (21 CFR 2.120).

Dated: August 28, 1969.

WINTON B. RANKIN,  
Deputy Commissioner  
of Food and Drugs.

[F.R. Doc. 69-10822; Filed, Sept. 10, 1969;  
8:46 a.m.]

[DESI 2853]

### CERTAIN SULFATHIAZOLE- CONTAINING DRUGS

Drugs for Human Use; Drug Efficacy  
Study Implementation

The Food and Drug Administration has evaluated reports received from the National Academy of Sciences-National Research Council, Drug Efficacy Study Group, on the following sulfonamide-containing drugs for systemic use.

1. Coco-Sulfonamides Triplex Suspension; each 5 cc. containing 0.167 gram each of sulfathiazole, sulfadiazine, and sulfamerazine; Eli Lilly and Co., Post Office Box 618, Indianapolis, Ind. 46206 (NDA 6-317).

2. Sulfonamides Triplex Tablets; 0.167 gram each of sulfathiazole, sulfadiazine, and sulfamerazine; Eli Lilly and Co. (NDA 6-317).

3. Sulfathiazole, 0.5 gram per tablet; Eli Lilly and Co. (NDA 2-853).

4. Sulfathiazole, 0.5 gram per tablet; Bowman, Mell and Co., 1334-48 Howard Street, Harrisburg, Pa. 17105 (NDA 4-734).



5. Sulfathiazole, 0.5 gram per tablet; The Vale Chemical Co., Inc., 1201 Liberty Street, Allentown, Pa. 18102 (NDA 3-583).

The Academy commented that the imbalance between benefit and risk of serious untoward effects with sulfathiazole does not warrant its continued use inasmuch as other available sulfonamides have equivalent benefit and much less risk. The Academy also observed that the incidence of serious reactions (including renal complications, rash, fever, blood dyscrasias, and liver damage) is 18.6 percent for sulfathiazole versus 6.5 percent for sulfadiazine. The Food and Drug Administration concludes that there is a lack of evidence that the effectiveness of sulfathiazole is sufficient to justify its use systemically in view of known serious hazards associated with such use. Accordingly, the Commissioner intends to initiate proceedings to withdraw approval of the above-listed new drug applications and all other new drug applications for drugs which contain sulfathiazole for systemic use in man.

Prior to initiating such action, however, the Commissioner invites the holders of new drug applications for such sulfathiazole-containing drugs and any interested person who may be adversely affected by the removal of such articles from the market to submit any pertinent data bearing on the proposal within 30 days after publication of this notice in the FEDERAL REGISTER. The only material which will be considered acceptable for review must be well-organized and consist of adequate and well-controlled studies bearing on both the safety and efficacy of the products, and not previously submitted.

This announcement of the proposed action and implementation of the NAS-NRC reports for these drugs is made to give notice to persons who might be adversely affected by their withdrawal from the market. Promulgation of any order withdrawing approval of the new drug applications will cause any such drug on the market to be a new drug for which an approved new drug application is not in effect and will make it subject to regulatory action.

The above-named holders of the subject new drug applications have been mailed a copy of the NAS-NRC report, and any interested person may obtain a copy on request from the office named below.

Communications forwarded in response to this announcement should refer to DESI No. 2853 which identifies this announcement and should be directed to the following appropriate office and addressed to the Food and Drug Administration, 200 C Street SW., Washington, D.C. 20204:

Request for NAS-NRC report: Press Relations Office (CE-300).  
All other communications regarding this announcement: Special Assistant for Drug Efficacy Study Implementation (MD-16), Bureau of Medicine.

This announcement is issued pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sections 502,

505, 52 Stat. 1050-53, as amended; 21 U.S.C. (352, 355)) and under authority delegated to the Commissioner (21 CFR 2.120).

Dated: September 4, 1969.

HERBERT L. LEY, Jr.,  
Commissioner of Food and Drugs.

[F.R. Doc. 69-10823; Filed, Sept. 10, 1969;  
8:46 a.m.]

[DESI 7600]

### ULTRASHORT ACTION BARBITURATES: SODIUM METHOHEXITAL AND SODIUM THIAMYAL

#### Drugs for Human Use; Drug Efficacy Study Implementation

The Food and Drug Administration has evaluated reports received from the National Academy of Sciences-National Research Council, Drug Efficacy Study Group, on the following ultrashort acting barbiturates for intravenous injection:

1. Sodium Methohexital, marketed as Brevital Sodium Ampoules, containing 500 mg., 2.5 grams, and 5 grams of sodium methohexital, by Eli Lilly and Co., Indianapolis, Ind. 46206 (NDA 11-559); and

2. Sodium Thiamylal, marketed as Surital in ampoules and vials containing 0.5 Gm., 1 Gm., 5 Gm., and 10 Gm. of sodium thiamylal, by Parke, Davis and Co., Detroit, Mich. 48232 (NDA 7-600).

The drugs are regarded as new drugs (21 U.S.C. 321(p)). Supplemental new drug applications are required to revise the labeling and to update previously approved applications providing for such drugs. A new drug application is required from any person marketing such drugs without approval.

The Food and Drug Administration is prepared to approve new drug applications and supplements to previously approved new drug applications under conditions described in this announcement.

#### SODIUM METHOHEXITAL AND SODIUM THIAMYAL

A. *Effectiveness classification.* 1. The Food and Drug Administration has considered the Academy reports, and additional available evidence, and concludes that sodium methohexital is effective as an intravenous anesthetic agent for short surgical procedures, for the induction of anesthesia, in combination with other agents for more prolonged anesthesia, and for inducing a hypnotic state.

2. The Food and Drug Administration also concludes on the basis of the NAS-NRC, Drug Efficacy Study Group reports and other available evidence that sodium thiamylal is effective as an intravenous anesthetic agent for short surgical procedures, for the induction of anesthesia, in combination with other agents for more prolonged anesthesia, and for inducing a hypnotic state.

Sodium thiamylal is regarded as possibly effective for its recommended use in terminating convulsions of unknown cause.

B. *Form of the drug.* Sodium methohexital and sodium thiamylal preparations are in dry sterile form suitable for

reconstitution and intravenous administration and contain per dosage unit an amount appropriate for administration as described in the labeling conditions in this announcement.

C. *Labeling conditions.* 1. The label bears the statement "Caution: Federal law prohibits dispensing without prescription."

2. The drug is labeled to comply with all requirements of the Act and regulations and those parts of its labeling indicated below are substantially as follows: (Optional additional information, applicable to the drug, may be proposed under other appropriate paragraph headings and should follow the information set forth below.)

#### SODIUM METHOHEXITAL

##### WARNING

This drug should be administered by persons qualified in the use of intravenous anesthetics and with the ready availability of appropriate resuscitative equipment for prevention and treatment of anesthetic emergencies.

##### DESCRIPTION

(Descriptive information to be included by the manufacturer or distributor should be confined to an appropriate description of the physical and chemical properties of the drug and the formulation.)

##### ACTIONS

Sodium methohexital is a rapid, ultrashort acting barbiturate anesthetic agent.

##### INDICATIONS

For induction of anesthesia, for supplementing other anesthetic agents, as intravenous anesthesia for short surgical procedures with minimal painful stimuli, or as an agent for inducing a hypnotic state.

##### CONTRAINDICATIONS

Sodium methohexital is contraindicated when general anesthesia is contraindicated, in patients with latent or manifest porphyria, or in patients with a known hypersensitivity to barbiturates.

##### WARNINGS

Repeated and continuous infusion may cause cumulative effects resulting in prolonged somnolence, respiratory and circulatory depression.

Usage in pregnancy: Safe use of sodium methohexital has not been established with respect to adverse effects upon fetal development. Therefore, sodium methohexital should not be used in women of childbearing potential and particularly during early pregnancy unless in the judgment of the physician the expected benefits outweigh the potential hazards.

##### PRECAUTIONS

Respiratory depression, apnea, or hypotension may occur due to variations in tolerance from individual to individual or to physical status of patient. Caution



should be exercised in debilitated patients, or those with impaired function of respiratory, circulatory, renal, hepatic, and endocrine systems.

Sodium methohexital should be used with extreme caution in patients in status asthmaticus.

Extravascular injection may cause pain, swelling, ulceration and necrosis. Intraarterial injection is dangerous and may produce gangrene of an extremity.

#### ADVERSE REACTIONS

The following reactions have been reported:

Circulatory depression, thrombophlebitis, pain at injection site, respiratory depression including apnea, laryngospasm, bronchospasm, salivation, hiccups, skeletal muscle hyperactivity (twitching to convulsive-like movements), emergence delirium, headache, injury to nerves adjacent to injection site, skin rashes, urticaria, nausea, and emesis.

#### DOSAGE AND ADMINISTRATION

The dosage is individualized according to the patient's response.

Sterile water for injection is the preferred diluent for preparation of 1 percent solutions of sodium methohexital. Solutions of sodium methohexital are incompatible with acid solutions of salts such as atropine sulfate, d-tubocurarine, succinylcholine chloride, and scopolamine hydrobromide.

Sodium methohexital cannot be reconstituted with Ringer's Solution or solutions containing bacteriostatic or other substances which may interact with the agent.

A 1 percent solution is recommended for induction of anesthesia as well as for maintenance by intermittent intravenous drip. A dilute solution (0.2%) may be used for continuous drip for maintenance; for this dilution, either 5 percent glucose or isotonic sodium chloride should be used instead of distilled water in order to avoid extreme hypotonicity.

Sodium methohexital is stable in Sterile Water for Injection at room temperature for approximately 6 weeks; where diluted with 5 percent Dextrose Injection or isotonic sodium chloride injection it is stable for approximately 24 hours.

#### SODIUM THIAMYAL

##### WARNING

This drug should be administered by persons qualified in the use of intravenous anesthetics and with the ready availability of appropriate resuscitative equipment for prevention and treatment of anesthetic emergencies.

##### DESCRIPTION

(Descriptive information to be included by the manufacturer or distributor should be confined to an appropriate description of the physical and chemical properties of the drug and the formulation.)

#### ACTIONS

Sodium thiamylal is a rapid, ultra-short acting barbiturate anesthetic agent.

#### INDICATIONS

For induction of anesthesia, for supplementing other anesthetic agents, as intravenous anesthesia for short surgical procedures with minimal painful stimuli, or as an agent for inducing a hypnotic state.

#### CONTRAINDICATIONS

Sodium thiamylal is contraindicated when general anesthesia is contraindicated, in patients with latent or manifest porphyria, or in patients with a known hypersensitivity to barbiturates.

#### WARNINGS

(This section should be the same as the "Warnings" section for Sodium Methohexital.)

#### PRECAUTIONS

(This section should be the same as the "Precautions" section for Sodium Methohexital.)

#### ADVERSE REACTIONS

The following adverse reactions have been reported:

Circulatory depression, thrombophlebitis, pain at injection site, respiratory depression including apnea, laryngospasm, bronchospasm, salivation, hiccups, emergence delirium, headache, injury to nerves adjacent to injection site, skin rashes, urticaria, nausea, and emesis.

#### DOSAGE AND ADMINISTRATION

The dosage is individualized according to the patient's response.

Sterile water for injection is the preferred diluent for preparation of 1 percent solutions of sodium thiamylal. Solutions of sodium thiamylal are incompatible with acid solutions of salts such as atropine sulfate, d-tubocurarine, and succinylcholine chloride.

Sodium thiamylal cannot be reconstituted with Ringer's Solution or solutions containing bacteriostatic or other substances which may interact with the agent.

A 2½ percent solution is recommended for induction of anesthesia as well as for maintenance by intermittent intravenous drip. A dilute solution (0.3%) may be used for continuous drip for maintenance; for this dilution, either 5 percent glucose or isotonic sodium chloride should be used instead of distilled water in order to avoid extreme hypotonicity.

Sodium thiamylal solutions should be prepared under aseptic conditions. Solutions should not be heated for sterilization. Preferably sodium thiamylal solutions should be kept in a cool place, protected from excessive exposure to light and air and should be used within 24 hours after preparation. Only clear solutions should be administered.

D. Claims permitted during extended period for obtaining substantial evidence. Those claims for which the drug sodium thiamylal is described in paragraph A

above as possibly effective (not included in the labeling conditions in paragraph C) may continue to be used for 6 months following the date of this publication to allow additional time within which holders of previously approved applications or persons marketing the drug without approval may obtain and submit to the Food and Drug Administration data to provide substantial evidence of effectiveness.

E. Marketing status. Marketing of the drugs may continue under the conditions described in paragraphs F and G of this announcement except that those claims referenced in paragraph D may continue to be used as described therein.

#### F. Previously marketed applications.

1. Each holder of a "deemed approved" new drug application (i.e., an application which became effective on the basis of safety prior to Oct. 10, 1962) for such drug is requested to seek approval of the claims of effectiveness and bring the application into conformance by submitting supplements containing:

a. Revised labeling as needed to conform to the labeling conditions described herein for the drug.

b. Adequate data to assure the biologic availability of the drug in the formulation which is marketed; if such data are already included in the application, specific reference thereto may be made.

c. Updating information as needed to make the application current in regard to items 6 (components), 7 (composition), and 8 (methods, facilities, and controls) of the new drug application form FD 356H to the extent described in the proposal for abbreviated new drug applications, § 130.4(f), published in the FEDERAL REGISTER February 27, 1969. (One supplement may contain all the information described in this paragraph.)

2. Such supplements should be submitted within the following time periods after the date of publication of this notice in the FEDERAL REGISTER:

a. 60 days for revised labeling. The supplement should be submitted under the provisions of section 130.9 (d) and (e) of the new drug regulations (21 CFR 130.9) which permit certain changes to be put into effect at the earliest possible time.

b. 180 days for biologic availability data.

c. 60 days for updating information.

3. Marketing of the drug may continue until the supplemental applications submitted in accord with the preceding paragraphs 1. and 2. are acted upon, provided that within 60 days after the date of this publication, the labeling of the preparation shipped within the jurisdiction of the Act is in accord with the labeling conditions described in this announcement. (It may continue to include the indication referenced in paragraph D for the period stated.)

#### G. New applications.

I. Any other person who distributes or intends to distribute such drug which is intended for the conditions of use for which it has been shown to be effective, as described under A above, should submit an abbreviated new drug application meeting the conditions specified in the



proposed regulation, § 130.4(f) (1), (2), and (3), published in the **FEDERAL REGISTER** of February 27, 1969. Such applications should include proposed labeling which is in accord with the labeling conditions described herein and adequate data to assure the biologic availability of the drug in the formulation which is marketed or proposed for marketing.

2. Distribution of any such preparation currently on the market without an approved new drug application may be continued provided that:

a. Within 60 days from the date of publication of this announcement in the **FEDERAL REGISTER**, the labeling of such preparation shipped within the jurisdiction of the Act is in accord with the labeling conditions described herein. (It may continue to include the indication referenced in paragraph D for the period stated.)

b. The manufacturer, packer, or distributor of such drug submits, within 180 days from the date of this publication, a new drug application to the Food and Drug Administration.

c. The applicant submits additional information that may be required for the approval of the application within a reasonable time as specified in a written communication from the Food and Drug Administration.

d. The application has not been ruled incomplete or unapprovable.

H. *Unapproved use or form of drug.*  
1. If the article is labeled or advertised for use in any condition other than those provided for in this announcement, it may be regarded as an unapproved new drug subject to regulatory proceedings until such recommended use is approved in a new drug application, or is otherwise in accord with this announcement.

2. If the article is proposed for marketing in another form or for use other than the use provided for in this announcement, appropriate additional information as described in § 130.4 or § 130.9 of the regulations (21 CFR 130.4, 130.9) may be required, including results of animal and clinical tests intended to show whether the drug is safe and effective.

Representatives of the Administration are willing to meet with any interested person who desires to have a conference concerning proposed changes in the labeling set forth herein. Requests for such meetings should be made to the Office of Marketed Drugs (MD-300) at the address given below, within 30 days after the publication of this notice in the **FEDERAL REGISTER**.

A copy of the NAS-NRC report has been furnished to each firm referred to above. Any other manufacturer, packer, or distributor of a drug of similar composition and labeling to the drugs listed in this announcement or any other interested person may obtain a copy by request to the appropriate office named below.

Communications forwarded in response to this announcement should be identified with the reference number, DESI 7600, and be directed to the attention of the following appropriate office

and addressed to the Food and Drug Administration, 200 C Street SW., Washington, D.C. 20204:

Requests for NAS-NRC report: Press Relations Office (CE-300).

Supplements (Identify with NDA number): Office of Marketed Drugs (MD-300), Bureau of Medicine.

Original (abbreviated) new drug applications: Office of Marketed Drugs (MD-300), Bureau of Medicine.

All other communications regarding this announcement: Special Assistant for Drug Efficacy Study Implementation (MD-16), Bureau of Medicine.

This notice is issued pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 502, 505, 52 Stat. 1050-53, as amended; 21 U.S.C. 352, 355) and under the authority delegated to the Commissioner of Food and Drugs (21 CFR 2.120).

Dated: September 4, 1969.

HERBERT L. LEY, Jr.,

Commissioner of Food and Drugs.

[F.R. Doc. 69-10824; Filed, Sept. 10, 1969; 8:46 a.m.]

## ATOMIC ENERGY COMMISSION

[Docket No. 50-201]

### NUCLEAR FUEL SERVICES, INC., AND NEW YORK STATE ATOMIC AND SPACE DEVELOPMENT AUTHORITY

#### Notice of Issuance of Safeguards Amendment to Provisional Oper- ating License

The Atomic Energy Commission has issued, effective as of the date of issuance, Safeguards Amendment No. 1 to Provisional Operating License No. CSF-1, dated April 19, 1966. The license authorizes Nuclear Fuel Services, Inc. (NFS), and New York State Atomic and Space Development Authority to operate the irradiated nuclear fuel processing plant located at the Western New York Nuclear Service Center in Cattaraugus and Erie Counties, N.Y.

By letters dated August 15, 1968, and March 6, 1969, pursuant to 10 CFR §§ 70.22(b)(2) and 70.51(c)(2) of the Commission's regulations, NFS identified the fundamental material controls which were considered essential for assuring that special nuclear material in its possession under License No. CSF-1 would be adequately safeguarded. By letters dated April 29, 1969, and June 6, 1969, the Commission provided NFS with copies of a proposed safeguards amendment to License No. CSF-1 for comment. The proposed safeguards amendment incorporated the fundamental material controls identified by NFS and such other material control procedures as the Commission determined to be essential for the safeguarding of special nuclear material. By letter of July 11, 1969, NFS provided comments on the proposed license amendment. After consideration of the fundamental material controls submitted by NFS and the comments received from NFS on the proposed safeguards amend-

ments, the Commission has determined that the conditions specified in Safeguards Amendment No. 1 are to be incorporated in License No. CSF-1 as provided in 10 CFR § 70.32(c) of the Commission's regulations.

The Commission has found that the information provided by NFS in letters dated August 15, 1968, March 6, 1969, and July 11, 1969, regarding the safeguarding of special nuclear material complies with the requirements of the Atomic Energy Act of 1954, as amended, and the Commission's regulations published in 10 CFR, Chapter I. The Commission has made findings regarding the information provided which are set forth in the amendment, and has concluded that the issuance of the amendment will not be inimical to the common defense and security or the health and safety of the public.

Within fifteen (15) days from the date of publication of the notice in the **FEDERAL REGISTER**, the licensees may file a request for a hearing and any person whose interest may be affected by this proceeding may file a petition for leave to intervene. Requests for a hearing and petitions to intervene shall be filed in accordance with the Commission's rules of practice in 10 CFR Part 2. If a request for a hearing or a petition for leave to intervene is filed within the time prescribed in this notice, the Commission will issue a notice of hearing or an appropriate order.

For further details with respect to this amendment, see the amendment to the Provisional Operating License, which is available for public inspection at the Commission's Public Document Room at 1717 H Street NW., Washington, D.C.

Dated at Bethesda, Md., this 4th day of September 1969.

For the Atomic Energy Commission.

R. P. WISCHOW,  
Director, Division of  
Nuclear Materials Safeguards.

[F.R. Doc. 69-10803; Filed, Sept. 10, 1969; 8:45 a.m.]

[Docket No. 50-208]

### TRUSTEES OF COLUMBIA UNIVERSITY IN THE CITY OF NEW YORK

#### Issuance of Operating License

In a notice of hearing published in the **FEDERAL REGISTER** on June 28, 1969 (34 F.R. 10011), a hearing was scheduled before an Atomic Safety and Licensing Board to consider the issuance of an operating license to the Trustees of Columbia University for a "Triga Mark II" type research reactor to be located on the Columbia University campus in upper Manhattan, New York City. By a subsequent notice, the hearing date has been scheduled for September 23, 1969 (34 F.R. 12970; August 9, 1969).

Following the issuance of these notices, the Commission amended Part 2 of its regulations (10 CFR Part 2), effective 30 days after publication in the **FEDERAL REGISTER** on August 19, 1969 (34 F.R. 13360), to provide for the establishment



[Docket No. 21101]

**CHICAGO-BALTIMORE NONSTOP  
SERVICE INVESTIGATION****Notice of Prehearing Conference**

Notice is hereby given that a prehearing conference in the above-entitled matter is assigned to be held on October 7, 1969, at 10 a.m., e.d.s.t., in Room 726, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before Examiner Robert M. Johnson.

Requests for evidence, proposed issues, stipulations, procedural dates, and statements of position shall be filed with the examiner and other parties by the Bureau of Operating Rights on or before September 26, 1969; other parties of record will file on or before October 2, 1969.

Dated at Washington, D.C., September 8, 1969.

[SEAL]

THOMAS L. WRENN,  
Chief Examiner.

[P.R. Doc. 69-10837; Filed, Sept. 10, 1969;  
8:47 a.m.]

[Docket No. 21285, Docket No. 18381; Order  
69-9-21]

**TRAVEL-AIR AVIATION, INC.****Order To Show Cause Regarding  
Nonpriority Mail Rates**

Issued under delegated authority  
September 4, 1969.

Travel-Air Aviation, Inc. (Travel-Air), is an air taxi operator providing services pursuant to Part 298 of the Board's economic regulations. By Order 69-9-4, adopted September 2, 1969, the Board approved Agreement CAB 21123 between Allegheny Airlines, Inc. (Allegheny), and Travel-Air which contemplates that Travel-Air will discharge Allegheny's certificate obligation to serve Elkins, W. Va., through the operation of small aircraft between Elkins, Charleston, and Morgantown, W. Va., Pittsburgh, Pa., Baltimore, Md., and Washington, D.C.

No service mail rate is currently in effect for this service by Travel-Air. By petition filed August 6, 1969, Travel-Air requested the establishment of service mail rates for the transportation of priority and nonpriority mail by air between the above points. Travel-Air requests that the multielement rates established in Orders E-25610 and E-17255, which provided for payments to Allegheny be made applicable to this route. On August 26, 1969, the Postmaster General filed a late answer in support of Allegheny's petition.<sup>1</sup>

<sup>1</sup> The present rates are as follows:

Priority Mail by Air: 24 cents per ton-mile plus 9.36 cents per pound at Elkins and Morgantown, 4.58 cents per pound at Charleston and 2.34 cents per pound at Pittsburgh, Baltimore, and Washington.

Nonpriority Mail by Air: 15.115 cents per ton-mile plus 4.98 cents per pound at Elkins and 3.32 cents per pound at Morgantown and 1.66 cents per pound at Pittsburgh, Baltimore, Washington, and Charleston.

of an Atomic Safety and Licensing Appeal Board. The Appeal Board will exercise the authority and perform the review functions which would otherwise have been exercised and performed by the Commission in the categories of licensing proceedings set forth in the amendments. Among the foregoing, are proceedings on applications for licenses under Part 50 (10 CFR Part 50) for facilities as to which the Commission has made an arrangement for financial assistance pursuant to section 31 of the Atomic Energy Act, or has waived charges for use of special nuclear material pursuant to section 53 c.(4) of the Act. (Section 2.785 (a)(3) of 10 CFR Part 2, as amended.)

By prior contract with the Trustees of Columbia University, the Commission has an arrangement for financial assistance and waiver of special nuclear material use charges for the subject research reactor. In view thereof, the Appeal Board will, under the amended Commission regulations, exercise the authority and perform the review functions which would otherwise have been exercised and performed by the Commission with regard to the subject proceeding.

In accordance with the amended regulations, the Appeal Board will be composed of the Chairman and Vice Chairman of the Atomic Safety and Licensing Board Panel and a third member, who is technically qualified, designated by the Commission. The Commission has designated Dr. Lawrence Quarles, Dean of the School of Engineering and Applied Science, the University of Virginia, as the third member for this proceeding.

Dated: September 8, 1969.

By the Commission.

W. B. McCool,  
Secretary.

[P.R. Doc. 69-10880; Filed, Sept. 10, 1969;  
8:48 a.m.]

**CIVIL AERONAUTICS BOARD**

[Docket No. 21237]

**ČESKOSLOVENSKÉ AEROLINIE (CSA)****Notice of Hearing**

Notice is hereby given pursuant to the Federal Aviation Act of 1958, as amended, that a hearing in the above-entitled proceeding is assigned to be held on October 13, 1969, at 10 a.m., d.s.t., in Room 911, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before the undersigned examiner.

Dated at Washington, D.C., September 5, 1969.

[SEAL]

JOHN E. FAULK,  
Hearing Examiner.

[P.R. Doc. 69-10836; Filed, Sept. 10, 1969;  
8:47 a.m.]

The rate in Order E-25610, August 28, 1967, for the air transportation of priority mail was established by the Board in the Domestic Service Mail Rate Investigation. We propose to establish a service rate for the air transportation of priority mail by Travel-Air at the level established in Order E-25610, as amended, and the terms and provisions of that order also shall be applicable to Travel-Air in the same manner as they were applicable to Allegheny in providing mail services between the specified points.

An open-rate situation has existed for the air transportation of nonpriority mail since April 6, 1967, when the Post Office petitioned for new nonpriority mail rates in Docket 18381. The rates currently being paid air carriers (including Allegheny) for the transportation of nonpriority mail, established by Order E-17255, July 31, 1961, in the Nonpriority Mail Rate Case, are subject to such retroactive adjustment to April 6, 1967, as the final decision in Docket 18381 may provide. Since it is equitable that Travel-Air receive the same compensation as Allegheny for the same services, we propose to establish temporary service rates for nonpriority mail for Travel-Air at the level established in Order E-17255, as amended. We will also make Travel-Air a party to the proceedings in Docket 18381 so the temporary nonpriority mail rates established herein will be subject to any retroactive adjustment ordered in that proceeding.

The Board finds it in the public interest to fix and determine the fair and reasonable rates of compensation to be paid to Travel-Air Aviation, Inc., by the Postmaster General for the air transportation of mail, and the facilities used and useful therefor, and the services connected therewith, between Elkins, Charleston, and Morgantown, W. Va., Pittsburgh, Pa., Baltimore, Md., and Washington, D.C. Upon consideration of the petition, the answer of the Postmaster General, and other matters officially noticed, the Board proposes to issue an order<sup>2</sup> to include the following findings and conclusions:

1. The fair and reasonable final service mail rates to be paid on and after September 2, 1969, to Travel-Air Aviation, Inc., pursuant to section 406 of the Act, for the transportation of priority mail by aircraft, the facilities used and useful therefor, and the services connected therewith between Elkins, Charleston, and Morgantown, W. Va., Pittsburgh, Pa., Baltimore, Md., and Washington, D.C. shall be the rates established by the Board in Order E-25610, August 28, 1967, and shall be subject to the other provisions of that order;

2. The fair and reasonable temporary service mail rates to be paid on and after

<sup>2</sup> As this order to show cause is not a final action but merely provides for interested persons to be heard on the matters herein proposed, it is not subject to the review provisions of Part 385 (14 CFR, Part 385). Those provisions will apply to any final action taken by the staff in this matter under authority delegated in section 385.14(g).



September 2, 1969 to Travel-Air Aviation, Inc., pursuant to section 406 of the Act for the transportation of nonpriority mail by aircraft, the facilities used and useful therefor, and the services connected therewith between Elkins, Charleston, and Morgantown, W. Va., Pittsburgh, Pa., Baltimore, Maryland, and Washington, D.C. shall be the rates established by the Board in Order E-17255, July 31, 1961, as amended, subject to any retroactive adjustment made in Docket 18381; and

3. The service mail rates here fixed and determined are to be paid entirely by the Postmaster General.

Accordingly, pursuant to the Federal Aviation Act of 1958 and particularly sections 204(a) and 406 thereof, and regulations promulgated in 14 CFR Part 302 and 14 CFR 385.14(f),

It is ordered, That:

1. All interested persons and particularly Travel-Air Aviation, Inc., the Postmaster General, and Allegheny Airlines, Inc., are directed to show cause why the Board should not adopt the foregoing proposed findings and conclusions and fix, determine, and publish the final and temporary rates specified above, as the fair and reasonable rates of compensation to be paid to Travel-Air Aviation, Inc., for the transportation of priority and nonpriority mail by aircraft, the facilities used and useful therefor, and the services connected therewith as specified above;

2. Further procedures herein shall be in accordance with 14 CFR Part 302 and notice of any objection to the rates or to the other findings and conclusions proposed herein shall be filed within 10 days, and if notice is filed, written answer and supporting documents shall be filed within 30 days after service of this order;

3. If no notice of objection is filed within 10 days after service of this order, or if notice is filed and no answer is filed within 30 days after service of this order, all persons shall be deemed to have waived the right to a hearing and all other procedural steps short of a final decision by the Board, and the Board may enter an order incorporating the findings and conclusions proposed herein and fix and determine the final and temporary rates specified herein;

4. If answer is filed presenting issues for hearing, the issues involved in determining the fair and reasonable final and temporary rates shall be limited to those specifically raised by the answer, except insofar as other issues are raised in accordance with Rule 307 of the rules of practice (14 CFR 302.307);

5. Travel-Air Aviation, Inc., is hereby made a party in Docket 18381; and

6. This order shall be served upon Travel-Air Aviation, Inc., the Postmaster General, and Allegheny Airlines, Inc.

This order will be published in the FEDERAL REGISTER.

[SEAL] HAROLD R. SANDERSON,  
Secretary.

[P.R. Doc. 69-10838; Filed, Sept. 10, 1969;  
8:47 a.m.]

[Docket No. 21386, Order 69-9-30]

## UNITED AIR LINES, INC.

### Order of Investigation and Suspension Regarding Fare Revisions

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 5th day of September 1969.

By tariff revisions<sup>1</sup> marked to become effective September 15, 1969, United Air Lines, Inc. (United), proposes a general revision of its normal first-class and coach fares, based on the following formulas:

Coach Fares would be based on a terminal charge of \$11 plus 5.7 cents per mile.

First-Class Fares would be based on 120 percent of the constructed coach fare or the existing first-class/coach ratio, whichever is higher.

Corresponding changes, based on present discount relationships, would be made to the various promotional fares. United also proposes to cancel all of its night coach fares and a number of other normal fares.

The Board heard oral argument regarding United's filing and the filings of other carriers on September 4, 1969, and the matter is now under consideration. In view of the imminent effective date of United's filing, and to provide an adequate period of time in which to evaluate the many arguments advanced for and against the various proposals before it, the Board will suspend that filing.<sup>2</sup> In accordance with the recent action of the Board regarding a similar filing of another carrier,<sup>3</sup> the proposal to cancel night coach fares, which would result in substantial fare increases, will be suspended along with the other proposed fare revisions. With the one exception noted below, this action is taken solely as a procedural matter and without prejudice to United's proposal. Furthermore, it does not constitute substantive disposition of the complaint which has been filed against the tariff.<sup>4</sup>

The specific exception to which we direct substantive comment relates to United's proposal to cancel certain fares between Baltimore, Boston, Chicago, New York, Pittsburgh, and Washington, on the one hand, and Reno, on the other. The fares in question apply on routings via San Francisco, and are generally \$1 higher than the direct fares to Reno when no stopover is made, and \$5 higher when a stopover is made in San Fran-

cisco. No justification has been submitted for the cancellations.

The Board's origin and destination surveys indicate that a substantial amount of traffic in the six affected markets travels via San Francisco and thus utilizes the fares United proposes to cancel. In the absence of these fares, passengers traveling via San Francisco would be required to pay a combination of local fares which would exceed present fares by \$22 in first-class service and \$19 in coach service. On the other hand, in many of the markets involved there is no through service to which the direct route fare would apply, and passengers must utilize connecting flights generally at Chicago or Denver if they are to obtain that fare. In these circumstances, the Board believes that passengers traveling in these markets should have available the large number of flights to and from San Francisco, without being required to pay the substantially higher combination of local fares.

Furthermore, United's proposal appears inconsistent with the rather widespread practice of common faring points along the west coast from points in the east and may result in certain inequities. For example, while passengers destined to Medford may use connecting service at San Francisco, they are charged the same fare as passengers terminating at San Francisco. However, United would now have passengers to Reno pay about \$18 more than the San Francisco fare for coach service, despite the fact that Reno is 192 miles distant from San Francisco as compared to 330 miles in the case of Medford.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 204(a), 403, 404, and 1002 thereof,

It is ordered, That:

1. An investigation is instituted to determine whether the fares, charges, and provisions described in Appendix A attached hereto, and rules, regulations, or practices affecting such fares, 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 fares, charges, and provisions, and rules, regulations, and practices affecting such fares, charges, and provisions;

2. Pending hearing and decision by the Board, the fares, charges, and provisions described in Appendix A<sup>5</sup> hereto are suspended and their use deferred to and including December 13, 1969, unless otherwise ordered by the Board, and that no changes be made therein during the period of suspension except by order or special permission of the Board;

3. Except to the extent granted herein, action on the complaint in Docket 21326 is hereby deferred;

4. This investigation be assigned for hearing before an examiner of the Board at a time and place hereafter to be designated; and

<sup>5</sup> Filed as part of the original document.



5. A copy of this order be filed with the aforesaid tariffs and be served on United Air Lines, Inc., and the Honorable John E. Moss, M.C. (California), which are hereby made parties to this proceeding.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,  
Secretary.

[P.R. Doc. 69-10839; Filed, Sept. 10, 1969;  
8:47 a.m.]

[Docket No. 21387; Order 69-9-29]

## UNITED AIR LINES, INC.

### Order of Investigation and Suspension Regarding Air Freight Rates

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 5th day of September, 1969.

By tariff revisions<sup>1</sup> described below, United Air Lines, Inc. (United), proposes to revise its air freight rates between Hawaii and numerous points in the continental United States as follows:

(1) *General Commodity Rates:* By filing bearing a posting date of August 1, 1969, and marked to become effective September 14, 1969, United proposes to cancel in all markets its general commodity rates (which are in some instances higher westbound than eastbound) for weight breaks above 3,000 pounds. The carrier further proposes to increase, by 1 cent per pound, rates at the 3,000-pound weight break in a number of markets. The filings would result either in no increases or in increases typically of 2.5 to 7.7 percent. From Los Angeles to Honolulu, however, the current weight breaks of 20,000, 30,000, and 40,000 pounds would be canceled, resulting in rate increases ranging up to 46 percent.

(2) *Specific Commodity Rates:* By tariffs bearing the filing or posting date of July 31, 1969, and marked to become effective September 14, 1969, United proposes to increase by 7.5 percent but not less than \$1 per 100 pounds numerous specific commodity rates between Hawaii and points in the continental United States. Such rates are published both eastbound and westbound, but the commodities covered in one direction are typically different from those included in the other direction. For fresh fruits and vegetables from Hilo/Honolulu to Los Angeles and San Francisco/Oakland, however, rates would be increased by \$2 or \$3 per hundred pounds for shipments of 10,000 pounds and over.

(3) *Container Rates:* By a tariff bearing a filing date of August 15, 1969, and marked to become effective September 14, 1969, United proposes to establish general and specific commodity container rates between Hawaii and points in California. The proposed general com-

modity rates consist of a minimum charge per container determined by multiplying the general commodity rate at the 3,000-pound weight break minus 1 cent per pound times 3,200 pounds, which reflects a density of 7 pounds per cubic foot. The charge for any weight above 3,200 pounds would be computed at rates which have been set at 67 percent of the applicable 3,000 pound general commodity rate. The latter charges would then be added to the foregoing minimum charge resulting in the complete charge for the container.

The minimum charge for specific commodity container traffic would be equal to the minimum charge under general commodity rates or by multiplying the minimum weight in the container times the applicable specific commodity rate minus 1 cent per pound, whichever is higher. The container rates for larger shipments are based on rates per pound that result in charges that effect reductions below those proposed for noncontainerized shipments.

Complaints requesting suspension and investigation of United's proposal have been received from the State of Hawaii, Sears, Roebuck and Co., and the Papaya Shippers of Hawaii, Inc. The complaints assert, inter alia, that United has not provided adequate cost justification for its proposed increased rates, that such rates would be inflationary and have a substantial impact upon the shipping public and the economy of Hawaii, and that the rate reductions proposed for containers are more than offset by the increased costs of loading and unloading such containers by shippers.<sup>2</sup>

In support of its proposals and in answer to the complaints, United asserts, inter alia, that (1) its all-cargo services in the Hawaii-U.S. market have been conducted for several years at an operating loss chiefly because of low rates for large shipments of general commodities and of fresh fruits and vegetables, (2) the low rates on papayas have existed only for 4 years, (3) the rate increases proposed on papayas would not have a detrimental effect upon the volume of air shipments, and (4) unless the proposed rates are permitted to become effective, United will be required to assess the economic justification for providing cargo service in the market.

Upon consideration of all relevant matters, the Board finds the complaints against United's proposed container tariff and against its proposed general and specific commodity rates, with the exceptions noted below, do not set forth facts sufficient to warrant investigation, and consequently the request therefor, as well as the request for suspension, will be denied.

<sup>2</sup> The Board will consider the complaints against the container Tariff CAB 301, rejected for technical reasons, to apply to United's revised Tariff CAB 302 containing identical rates.

Other communications, not meeting the Board's procedural requirements set forth in its rules of practice in economic proceedings (14 CFR 302.500 et seq.) have been filed in the correspondence section of the docket.

The container tariff would result in lower rates than are proposed for non-containerized shipments and would tend to promote carrier efficiency. Although shippers indicate that the lower container rates would be offset by their costs of loading and unloading containers, they would have the option of using or not using them and we do not find a basis to preclude the introduction of these rates.

Most of the increases proposed by United, although apparently accounting for a minor part of the traffic and revenues in the Hawaiian market, would amount to not over 7.5 percent, but not less than \$1 per 100 pounds for specific commodity rates. The Board permitted increases of the foregoing magnitude to be effected by American Airlines, Inc., in Order 69-5-114, dated May 23, 1969, and subsequently by other carriers. We stated that such increases would not have a sharp impact upon shippers and would provide a reasonable compromise between the carriers' requirements for additional revenues and the shippers' interest that sharp rate increases not be imposed upon them at one step. United's reports to the Board indicate all-cargo losses in the Hawaiian-U.S. market since 1965, with the operating loss for 1968 amounting to about \$500,000.

However, upon consideration of all relevant matters, the Board finds that the proposals indicated below may be unjust, unreasonable, or unjustly discriminatory, or unduly preferential, or unduly prejudicial, or otherwise unlawful, and should be investigated. The foregoing proposals are (1) the increased rates on fresh fruits and vegetables from Hilo and Honolulu to Los Angeles and San Francisco for shipments of 10,000 pounds and over, and (2) the cancellation of the 30,000- and 40,000-pound weight breaks for general commodity rates from Los Angeles to Honolulu.

The higher rates proposed on fruits and vegetables would affect chiefly large movements of papayas. The increases proposed for shipments of 10,000-14,999 pounds would be from \$7 to \$9 per 100 pounds, by 29 percent, and the increases for shipments of 15,000 pounds and over from \$6 to \$9 per 100 pounds, or by 50 percent.<sup>3</sup> The foregoing increases might well have significant impact upon shippers and thus upon the economic life of Hawaii, and we shall suspend such increases pending investigation. However, the Board would be willing to consider the filing of an increase of \$1 per 100 pounds in the foregoing rates, which is within approved parameters.

The proposed cancellation of higher weight breaks for general commodities from Los Angeles to Honolulu would result in increasing rates for shipments of 30,000-39,999 pounds from 15 to 19 cents

<sup>3</sup> The proposed container tariff would make available a rate of \$8 per 100 pounds for fruits and vegetables of at least 5,200 pounds per container. A shipper association, however, claims that the use of containers would force it to incur additional handling costs more than offsetting the container discount.

<sup>1</sup> Revisions to Airline Tariff Publishers, Inc. agent, Tariff CAB 115 and United Air Lines, Inc., Tariff CAB 164 and 302.



per pound, or 26.7 percent, and for shipments of 40,000 pounds and over from 13 to 19 cents or, 46.2 percent.\* The foregoing increases are relatively large and might also have a considerable effect upon shippers and these rate proposals will also be suspended pending investigation.

The Board, however, believes that the current rates, which would continue as a result of the suspension of the proposed increases, may be unduly low. The current yields range between 10.2 and 11.7 cents per ton-mile, which are low for shipments in the predominant traffic flow. Consequently, we would consider increases raising the rate of 15 cents per pound at the 30,000-pound weight break to a maximum of 17 cents, and the 13-cent rate at the 40,000-pound weight break to not over 16 cents. The yields from the foregoing rates would be 13.3 cents and 12.5 cents per ton-mile, respectively, which would still be relatively low for the movements involved but would bring revenues into a better relationship with costs of service.

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 and provisions described in Appendix A attached hereto, and rules, regulations, and practices affecting such rates 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 and provisions, and rules, regulations, or practices affecting such rates and provisions;

2. Pending hearing and decision by the Board, the rates and provisions described in Appendix A hereto are suspended and their use deferred to and including December 12, 1969, unless otherwise ordered by the Board, and that no changes be made therein during the period of suspension except by order or special permission of the Board;

3. Except to the extent granted herein, the complaints by Papaya Shippers of Hawaii, Inc., in Docket 21317, Sears, Roebuck and Co. in Docket 21299, and the State of Hawaii in Docket 21309, are dismissed;

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 United Air Lines, Inc., Papaya Shippers of Hawaii, Inc., Sears, Roebuck and Co., and the State of Hawaii, which are hereby made parties to this proceeding.

\* The proposed container tariff would make available a rate of 18 cents per pound for shipment of 3,200 pounds in a container, with rate reductions for additional quantities in the same container.

\* Filed as part of the original document.

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

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,  
Secretary.

[P.R. Doc. 69-10640; Filed, Sept. 10, 1969;  
8:48 a.m.]

[Docket No. 17727]

# W.A.A.C. (NIGERIA) LIMITED

## Notice of Hearing

Notice is hereby given pursuant to the Federal Aviation Act of 1958, as amended, that a hearing in the above-entitled proceeding is assigned to be held on September 25, 1969, at 10 a.m., e.d.s.t., in Room 726, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before the undersigned examiner.

Dated at Washington, D.C. September 5, 1969.

[SEAL] JOSEPH L. FITZMAURICE,  
Hearing Examiner.

[P.R. Doc. 69-10641; Filed, Sept. 10, 1969;  
8:48 a.m.]

# FEDERAL COMMUNICATIONS COMMISSION

[FCC 69-958]

## CHANNEL 41, BATTLE CREEK, MICH.

### Applications Will Be Accepted for Filing for a Construction Permit for a New Television Broadcast Station To Operate

SEPTEMBER 5, 1969.

The Court of Appeals for the District of Columbia Circuit in *West Michigan Telecasters, Inc. v. Federal Communications Commission*, No. 21,396, dated August 12, 1969, enlarged its mandate to the Commission to permit acceptance of additional applications for channel 41, Battle Creek, Mich. In accordance with the Court's Order, notice is hereby given that the Commission has accepted for filing the following commercial television broadcast application:

Channel 41, Inc., Battle Creek, Mich., New, CH. 41, 632-638 Mcs., ERP: Visual 498 kw. (Horz.), Aural 99.6 kw. (Horz.),  
c/o James R. Searer, 1609 Security National Bank Building, Battle Creek, Mich., Unlimited hours, AH: 320 feet.

Notice is also given that the frequency is available for application by any interested party. In order to promote the orderly conduct of the Commission's business, the Commission has set a cut-off date after which no new applications for Channel 41, Battle Creek, Mich., will be accepted for filing. Therefore, notice is given that in order to be entitled to comparative consideration, an application for a construction permit for a new

commercial television broadcast station to operate on Channel 41, Battle Creek, Mich., must be substantially complete and tendered for filing no later than the close of business November 6, 1969.

Action by the Commission September 4, 1969. Commissioners Hyde (Chairman), Bartley, Wadsworth and H. Rex Lee, with Commissioner Robert E. Lee not participating, and Commissioner Cox concurring in the result.

FEDERAL COMMUNICATIONS

COMMISSION,

[SEAL] BEN F. WAPLE,  
Secretary.

[P.R. Doc. 69-10620; Filed, Sept. 10, 1969;  
8:46 a.m.]

[FCC 69-951]

## CANADA-U.S.A. TELEVISION AGREEMENT MODIFIED

### Reallocation and Designation of Canadian UHF Channel Assignments

SEPTEMBER 8, 1969.

The Canada-U.S.A. Television Agreement of 1952 has been modified in the following respects:

(1) a complete reallocation of Canadian UHF channel assignments which amends Table A of the Agreement;

(2) a Canadian Zone I designation for UHF channel allocation purposes.

The attached table<sup>1</sup> amends the UHF assignments in Table A of the United States/Canadian Television Agreement and tabulates the 596 UHF television broadcast channel assignments in Canada.

The new Canadian Zone I for television allocation purposes is the same as Canadian FM Zone I and is described as follows:

"Zone I will be in that area between Windsor and Quebec which is located within the confines of the U.S.A.-Canadian border and the following lines: beginning from the west at the intersection of the common border and latitude 44°10'; thence in a straight line northeast to the point of intersection of 77° longitude and 46° latitude; thence following the 46° latitude until the 75° longitude; thence in a straight line northeastward to the point of intersection of 72° longitude and 47° latitude; thence following the 47° latitude to the point of intersection with 71° longitude; thence following the 71° longitude southwards to the common border."

The remainder of Canada will be considered Zone II. All minimum mileage separations will be the same as the domestic standards contained in the rules for U.S. Zones I and II.

Action by the Commission September 4, 1969. Commissioners Hyde (Chairman), Bartley, Robert E. Lee, Cox, Wadsworth and H. Rex Lee.

FEDERAL COMMUNICATIONS

COMMISSION

[SEAL] BEN F. WAPLE,  
Secretary.



## ALBERTA

## Channels

Athabasca	51.
Banff	51.
Barrhead	21.
Blairmore-Coleman	57.
Bonnyville	78.
Brooks	66, 72.
Calgary	16, 22, 38, 44, 50, 73, 79.
Camrose	20.
Cardston	19.
Clareholm	52.
Cold Lake	65.
Drayton Valley	66.
Drumheller	30.
Edmonton	17, 23, 46, 52, 58, 74, 80.
Edson	73.
Fairview	14.
Fort MacLeod	74.
Fort McMurray	16, 80.
Fort Saskatchewan	29.
Grande Prairie	51, 80.
Hanna	78.
High Prairie	81.
High River	56.
Hinton	22.
Innisfail	71.
Jasper	58.
Lacombe	15.
Leduc	64.
Lethbridge	23, 58, 64, 80.
Medicine Hat	49, 65, 71.
Olds	81.
Peace River	73.
Pincher Creek	70.
Ponoka	36.
Provost	24.
Raymond	36.
Red Deer	31, 59, 65.
Rocky Mountain House	37.
St. Paul	73.
Slave Lake	15.
Stettler	67.
Tabor	42.
Valleyview	29.
Vegreville	70.
Vermilion	79.
Vulcan	25.
Wainwright	45, 56.
Westlock	27.
Wetaskiwin	42.
Whitecourt	44, 50.

## BRITISH COLUMBIA

Campbell River	49.
Castlegar	81.
Chilliwack	14, 36.
Courtenay	79.
Cranbrook	65.
Creston	42.
Dawson Creek	15, 21.
Duncan	51.
Enderby	72, 78.
Fernie	21.
Fort Nelson	14, 20.
Fort St. John	17, 23.
Golden	64.
Grand Forks	57.
Hope	65.
Kamloops	50, 74, 80.
Kelowna	21, 43.
Kimberley	71.
Kinnaird	63.
Kitimat	21.
Ladysmith	29.
Merritt	20.
Mission City	81.
Nanaimo	23, 63.
Nelson	14, 23.
Oliver	41.
Penticton	73, 79.
Port Alberni	27, 71.
Powell River	15, 43.
Prince George	14, 20, 26.
Prince Rupert	14, 20.
Princeton	71.
Quesnel	43.

## BRITISH COLUMBIA—Continued

## Channels

Revelstoke	66.
Roseland	19.
Salmon Arm	56.
Smithers	28.
Squamish	35.
Summerland	49.
Terrace	19.
Trail	36, 52.
Vancouver	26, 32, 45, 55, 61, 72, 83.
Vanderhoof	18.
Vernon	18, 27.
Victoria	42, 53, 74, 80.
Warfield	25.
Williams Lake	21.

## MANITOBA

Altona	79.
Beausejour	65.
Bolshevik	47.
Brandon	19, 25, 78.
Carberry	70.
Carman	61.
Churchill	14, 20.
Dauphin	32, 50.
Fisher Branch	34.
Flin Flon	17, 23.
Gimli	14.
Killarney	41.
Lac du Bonnet	75.
Lynn Lake	14.
Melita	76.
Minnedosa	49.
Morden-Winkler	39.
Neepawa	27.
Portage la Prairie	18, 58.
Roblin	55.
Russel	63.
Selkirk	54.
Snow Lake	15.
Steinbach	17.
Swan River	77.
The Pas	18.
Thompson	16.
Virdee	17.
Winnipeg	20, 26, 36, 42, 48, 71, 77, 83.

## NEW BRUNSWICK

Bathurst	54, 82.
Buctouche	27.
Campbellton	38, 78.
Carleton Place	64.
Chipman	67.
Chatham	62.
Dalhousie	60.
Dorchester	18.
Edmundston	18, 68.
Fredericton	15, 45, 61.
Grand Falls	20.
McAdam	71, 77.
Milltown	33.
Moncton	24, 30, 70, 83.
Newcastle	35.
Oromocto	21, 51.
Perth	37.
Richibucto	40.
Sackville	53.
St. Andrews	82.
St. John	17, 23, 39, 69, 78.
St. Leonard	50.
St. Quentin	42.
St. Stephens	49.
Salisbury	14.
Shediac	36.
Shippeigan	46.
Sussex	48.
Tracadie	52.
Woodstock	55.

## NEWFOUNDLAND

Argentia-Placentia	55.
Bale Verte	27.
Bay Roberts	16.
Bishops Falls	64.
Conavista	34.
Botwood	19.

## NEWFOUNDLAND—Continued

## Channels

Buchans	26.
Burgeo	34.
Carbonear	79.
Clareville	63.
Corner Brook	14, 20, 42.
Deer Lake	71.
Gander	72.
Goose Bay	14, 20.
Grand Bank	49.
Grand Falls	35, 70.
Labrador City	14, 20.
Lewisporte	41.
Marystown	27.
Port aux Basques	27.
St. Albans	57.
St. Anthony	14, 20.
St. Georges	79.
St. John's	14, 20, 42, 71, 77.
St. Lawrence	78.
Springdale	23.
Stephenville	50.
Wabana	26.

## NORTH WEST TERRITORIES

Yellowknife	14.
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## NOVA SCOTIA

Amherst	47, 79.
Annapolis Royal	42.
Antigonish	23.
Bridgetown	29.
Bridgewater	54.
Canso	28.
Cheticamp	72.
Digby	52.
Glace Bay	14, 26, 64.
Halifax-Dartmouth	22, 32, 38, 44, 63, 74.
Kentville	76.
Liverpool	62.
Louisburg	58.
Lunenburg	41.
Middleton	60.
Mulgrave	78.
New Glasgow	15, 43, 65.
New Waterford	76.
North Sydney	36.
Parraboro	20.
Pictou	25.
Sheet Harbour	35.
Shelburne	75.
Springhill	26.
Sydney	20, 42, 70.
Sydney Mines	54.
Tatamagouche	49, 77.
Truro	55, 71.
Windsor	16.
Wolfville	50.
Yarmouth	40.

## ONTARIO

Arnprior	20.
Atikokan	39.
Barrie	55, 74, 83.
Belleville	15.
Blind River	40.
Brantford	63.
Brockville	27, 75.
Chapleau	33.
Chatham	48.
Cobourg-Port Hope	67, 80.
Collingwood	78.
Cornwall	36, 77, 83.
Deep River	25.
Dryden	20.
Elliot Lake	18.
Espanola	77.
Fort Frances	25.
Fort William-Port Arthur	20, 26, 32, 38, 44.
Genanoke	19.
Goderich	34.
Guelp	16.
Hamilton	41, 47, 53.
Kapuskasing	77, 83.
Kenora	21, 32.
Kingston	32, 38, 73.
Kitchener-Waterloo	76, 82.



## NOTICES

## ONTARIO—Continued

Channels	
Leamington	80.
London	40, 52, 71.
Midland	58.
Niagara Falls	81.
North Bay	48, 70, 76.
Oakville	73.
Orillia	24, 46.
Oshawa	22, 77.
Ottawa	14, 24, 30, 40, 46, 52, 58.
Owen Sound	26, 32.
Parry Sound	62.
Pembroke	41, 47, 53.
Peterborough	33, 44, 54.
Pictou	56.
Prescott	48.
Preston	28.
Renfrew	69.
St. Catharines	69.
St. Thomas	65.
Sarnia	74, 83.
Sault Ste. Marie	20, 26, 48, 54, 83.
Smith Falls	71, 81.
Stratford	36.
Sturgeon Falls	82.
Sudbury	19, 25, 41, 47, 69.
Thessalon	70.
Timmins	62, 68, 78.
Toronto	19, 25, 45, 51, 57, 79.
Trenton	35.
Welland	75.
Windsor	26, 32, 78.
Wingham	72.
Woodstock	18.

## PRINCE EDWARD ISLAND

Charlottetown	31, 37, 81.
Summerside	57, 75.
Souris	21.

## QUEBEC

Alma	48, 74, 80.
Amos	22.
Asbestos	53.
Bale Comeau	
Hauterive	28, 57, 79.
Bale St. Paul	75.
Buckingham	80.
Cabano	63.
Chicoutimi-Arvida	36, 58, 70, 76, 82.
Clermont-La Malbaie	23.
Cowansville	79.
Coaticook	75.
Dolbeau	78.
Donnacona	24.
Drummondville	19, 41.
Estcourt	43.
Forestville	77.
Granby	73.
Hes-de-la Madeleine	16, 22.
Jonquiere-Kenogami	14, 20, 30, 42.
Joliet	65.
Lac Megantic	42.
La Sarre	33.
La Tuque	34, 66.
Magog	81.
Matane	24, 49.
Mont Joli	23.
Mont Laurier	68.
Montmagny	49, 67.
Montreal	17, 23, 29, 35, 60, 76, 82.
New Carlisle	17.
Perce	15.
Plessisville	61.
Port Alfred-Bagotville	52, 64.
Quebec-Levis	15, 21, 27, 45, 51, 77, 83.
Rimouski	16, 51.
Riviere-du-Loup	35, 71.
Roberval	26.
Rouyn-Noranda	14, 20, 61.
Ste. Agathe-des-Monts	56.
Ste. Anne-de-la Pocatiere	65.
St. Felicien	72.
St. Georges-de-Beauce	72.
St. Hyacinthe	47.

## QUEBEC—Continued

Channels	
St. Jean-Iberville	70.
St. Jerome	78.
Senneterre	19.
Sept-Isles	14, 20.
Shawinigan	16, 43, 63.
Sherbrooke	14, 30, 50.
Sorel-Tracy	25.
Thetford Mines	32, 74, 80.
Trois Pistoles	73.
Trois Rivières	37, 69.
Val d'Or-Malartic	77, 83.
Valleyfield	26, 66.
Victoriaville	71.
SASKATCHEWAN	
Assiniboia	61.
Biggar	41.
Broadview	62.
Canora	64.
Creighton	83.
Esterhazy	83.
Estevan	40.
Eton	32.
Fort Qu'Appelle	41.
Gravelbourg	39.
Hudson Bay	70.
Humboldt	25.
Indian Head	75.
Kamsack	42.
Kindersley	38.
Lloydminster	16.
Maple Creek	53.
Meadow Lake	64.
Melfort	48.
Melville	46.
Moose Jaw	16, 26, 55.
Moosomin	54.
Nipawin	32.
North Battleford	39, 71.
Oxbow	56.
Prince Albert	18, 24, 77.
Regina	18, 24, 47, 53, 71, 77.
Rosetown	63.
Rosthern	46.
Saskatoon	17, 23, 33, 54, 70, 76.
Shaunavon	78.
Shellbrook	40.
Swift Current	40, 56.
Tisdale	69.
Unity	80.
Watrous	78.
Weyburn	48.
Wilkie	31.
Wynyard	31.
Yorkton	20, 33.
YUKON	
Dawson	14, 20.
Whitehorse	14, 20.

[F.R. Doc. 69-10821; Filed, Sept. 10, 1969; 8:46 a.m.]

## INTERNATIONAL JOINT COMMISSION—UNITED STATES AND CANADA

## METROPOLITAN CORPORATION OF GREATER WINNIPEG

## Postponement of Public Hearing

The International Joint Commission, at the request of the Applicant, The Metropolitan Corporation of Greater Winnipeg, has postponed until further notice the public hearing scheduled for September 17 at Kenora, Ontario in the matter of the Application of the above-named for approval of the diversion of an additional 200 million gallons of

water per day from Shoal Lake—Lake of the Woods.

When Metro Winnipeg informs the Commission that it is prepared to proceed with the Application, the time and place of the hearing will be fixed by the Commission and the public will be so notified.

W. A. BULLARD,  
Secretary, United States Section  
International Joint Commission.

D. G. CHANCE,  
Secretary, Canadian Section  
International Joint Commission.

SEPTEMBER 9, 1969.

[F.R. Doc. 69-10689; Filed, Sept. 10, 1969; 8:48 a.m.]

## SECURITIES AND EXCHANGE COMMISSION

## COMMERCIAL FINANCE CORPORATION OF NEW JERSEY

## Order Suspending Trading

SEPTEMBER 5, 1969.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock and all other securities of Commercial Finance Corporation of New Jersey, a New Jersey corporation, 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 September 8, 1969 through September 17, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,  
Secretary.

[F.R. Doc. 69-10813; Filed, Sept. 10, 1969; 8:45 a.m.]

## FEDERAL OIL CO.

## Order Suspending Trading

SEPTEMBER 5, 1969.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock and all other securities of Federal Oil Co., a Nevada corporation, 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 September 7, 1969 through September 16, 1969, both dates inclusive.



By the Commission.

[SEAL]

ORVAL L. DuBOIS,  
Secretary.

[F.R. Doc. 69-10814; Filed, Sept. 10, 1969;  
8:46 a.m.]

# **LIBERTY EQUITIES CORP.**

## **Order Suspending Trading**

SEPTEMBER 5, 1969.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock and all other securities of Liberty Equities Corp., a District of Columbia corporation, 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 September 6, 1969 through September 15, 1969, both dates inclusive.

By the Commission.

[SEAL]

ORVAL L. DuBOIS,  
Secretary.

[F.R. Doc. 69-10815; Filed, Sept. 10, 1969;  
8:46 a.m.]

# **PACIFIC FIDELITY CORP.**

## **Order Suspending Trading**

SEPTEMBER 5, 1969.

It appearing to the Securities and Exchange Commission that the summary

suspension of trading in the common stock of Pacific Fidelity Corp., a Nevada corporation, and all other securities of Pacific Fidelity Corp., 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 September 7, 1969 through September 16, 1969, both dates inclusive.

By the Commission.

[SEAL]

ORVAL L. DuBOIS,  
Secretary.

[F.R. Doc. 69-10816; Filed, Sept. 10, 1969;  
8:46 a.m.]

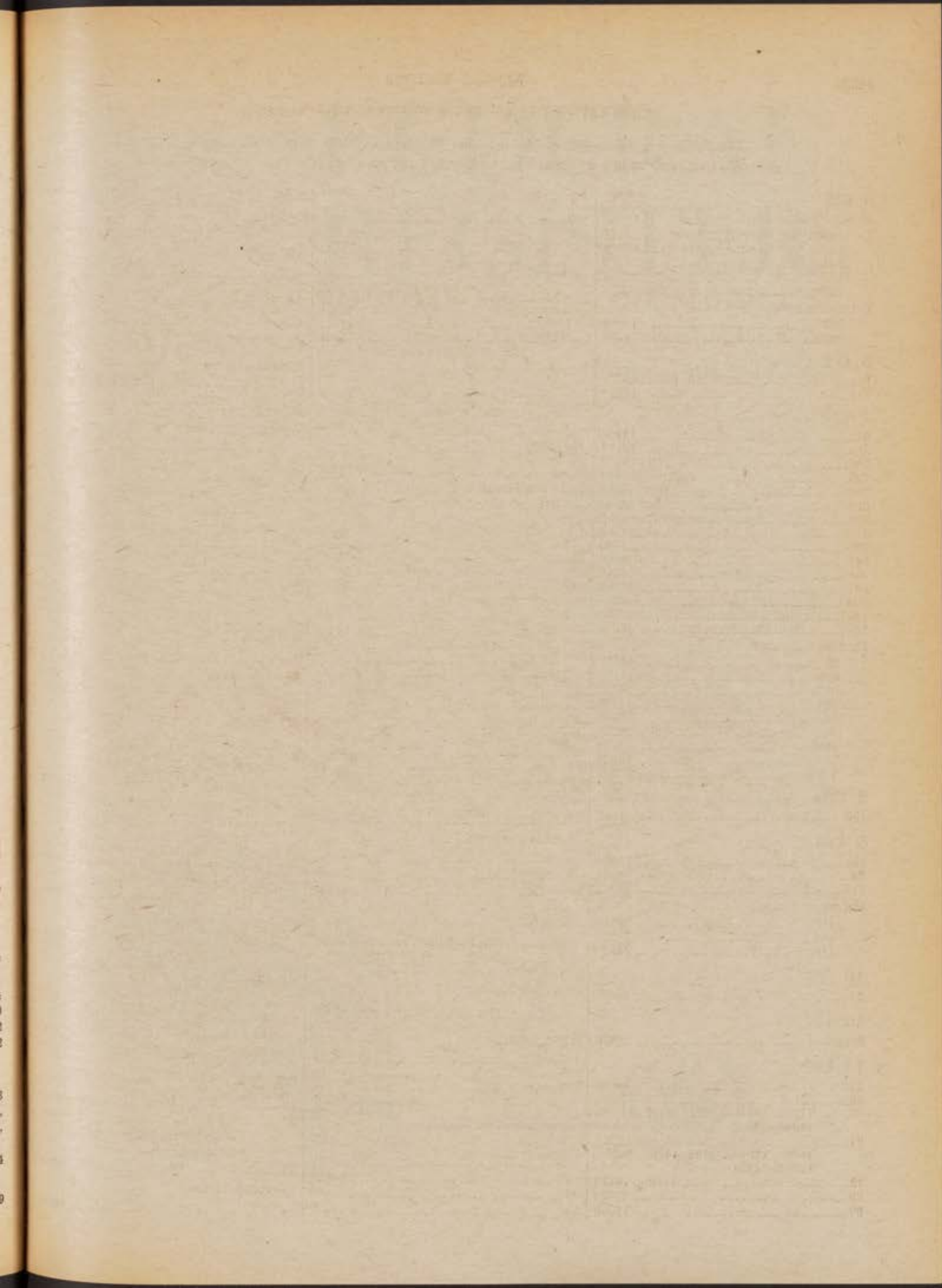


## CUMULATIVE LIST OF PARTS AFFECTED—SEPTEMBER

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# GENERAL

## INTRODUCTION

The purpose of this report is to provide a comprehensive overview of the current state of the field and to identify key areas for future research.

The report is organized into several sections, each focusing on a different aspect of the field.

The first section discusses the historical development of the field and the major contributions of key researchers.

The second section provides a detailed analysis of the current state of the field, highlighting the strengths and weaknesses of existing research.

The third section identifies key areas for future research and discusses the potential impact of these areas on the field.

The fourth section discusses the ethical implications of the research and the need for responsible conduct.

The fifth section discusses the practical applications of the research and the need for further development.

The sixth section discusses the future of the field and the need for continued research and development.

The seventh section discusses the need for a more integrated approach to the field and the need for collaboration between different disciplines.

The eighth section discusses the need for a more holistic approach to the field and the need for a more comprehensive understanding of the field.