

FEDERAL REGISTER

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Agencies in this issue—

The President
Agricultural Research Service
Agricultural Stabilization and
Conservation Service
Atomic Energy Commission
Civil Aeronautics Board
Civil Service Commission
Commerce Department
Consumer and Marketing Service
Federal Aviation Administration
Federal Communications Commission
Federal Highway Administration
Federal Power Commission
Fish and Wildlife Service
Food and Drug Administration
General Services Administration
Hazardous Materials Regulations
Board
Interstate Commerce Commission
Land Management Bureau
Maritime Administration
Small Business Administration
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LIST OF CFR SECTIONS AFFECTED

1949-1963

This volume contains a compilation of the "List of Sections Affected" for all titles of the Code of Federal Regulations for the years 1949 through 1963. All sections of the CFR which have been expressly affected by documents published in the daily Federal Register are enumerated.

Reference to this list will enable the user to find the precise text of CFR provisions which were in force and effect on any given date during the period covered.

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BILL OF RIGHTS DAY

HUMAN RIGHTS DAY

By the President of the United States of America

A Proclamation

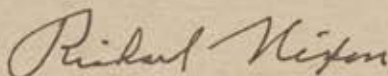
One hundred seventy-eight years ago, the Bill of Rights was ratified and incorporated as part of the United States Constitution. The founders of our Republic had fought for individual liberty and for representative and responsible government. In the first ten amendments to the Constitution they sought to ensure that the power of the government would not abridge the rights of citizens.

More than twenty years ago, the United Nations General Assembly adopted the Universal Declaration of Human Rights. The founders of the United Nations had endured a world war brought on by those who denied the rights of men to equality and justice and who abrogated the rights of nations to exist in peace.

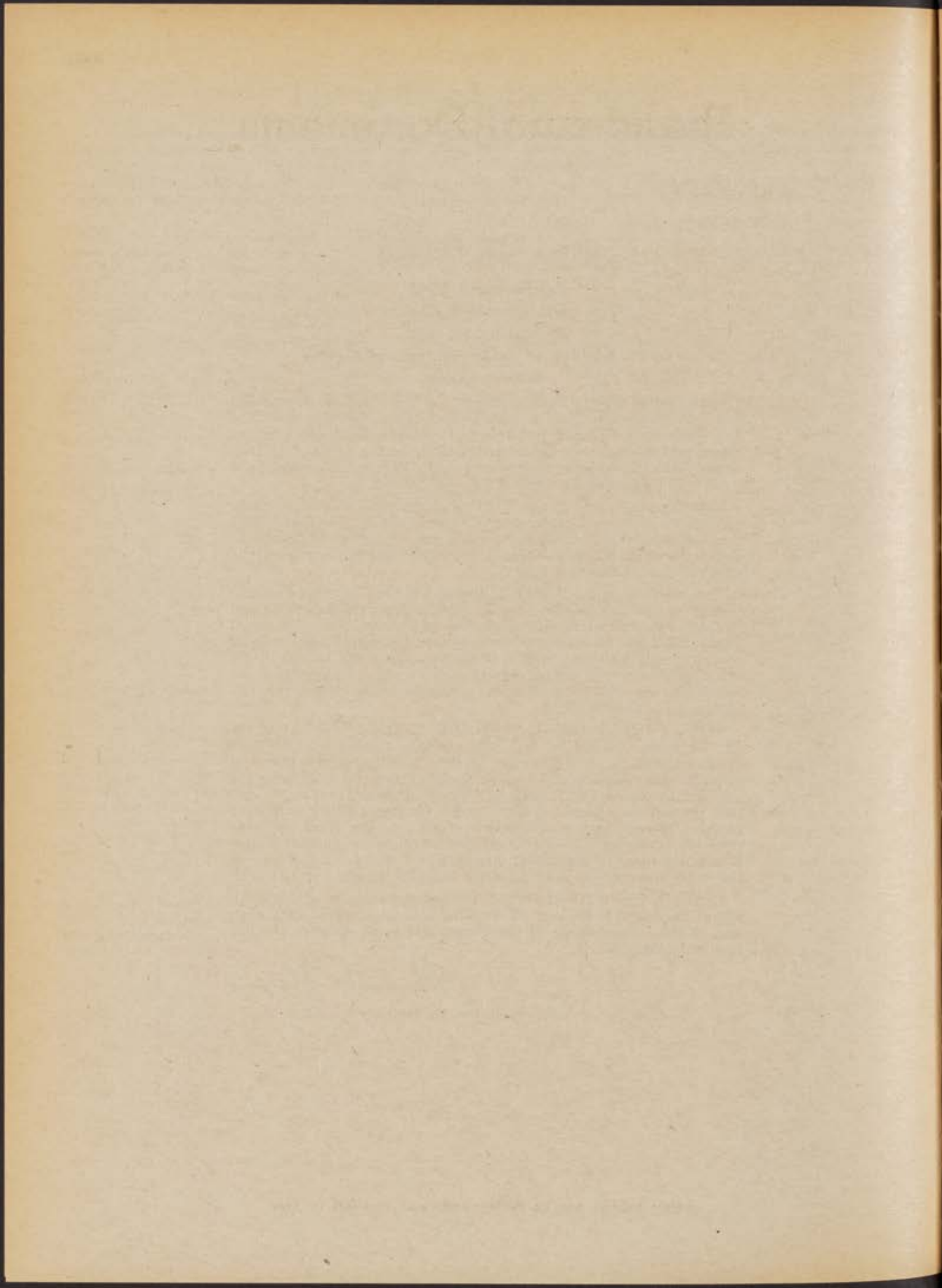
The two documents—the Bill of Rights and the Universal Declaration of Human Rights—are close in spirit although widely separated in time. The Bill of Rights is the law of the land. The Universal Declaration is a statement of principles, of common standards of achievement for all peoples and all nations. We in the United States are engaged in unremitting efforts to give real meaning to these standards for every American, to assure to every person the full enjoyment of his basic rights.

NOW, THEREFORE, I, RICHARD NIXON, President of the United States of America, do hereby proclaim December 10, 1969, as Human Rights Day and December 15, 1969, as Bill of Rights Day, and call upon the people of the United States of America to observe the week of December 10-17, 1969, as Human Rights Week, to the end that we may rededicate ourselves as a united people to the task of assuring to every person—regardless of his race, sex, creed, color, or place of national origin—the full enjoyment of his basic human rights. Let us act so as to provide an example that will point the way in the struggle to promote respect for human rights throughout the world.

IN WITNESS WHEREOF, I have hereunto set my hand this ninth day of December, 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. 69-14798; Filed, Dec. 10, 1969; 12:18 p.m.]



Rules and Regulations

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 213—EXCEPTED SERVICE

Department of the Army

Section 213.3307 is amended to show that one position of Staff Assistant to the Deputy Assistant Secretary for Manpower and Reserve Affairs (Personnel Management and Training) is excepted under Schedule C. Effective on publication in the FEDERAL REGISTER, subparagraph (6) is added to paragraph (a) of § 213.3307 as set out below.

§ 213.3307 Department of the Army.

- (a) *Office of the Secretary.* * * *
- (6) One Staff Assistant to the Deputy Assistant Secretary for Manpower and Reserve Affairs (Personnel Management and Training).

(5 U.S.C. 3301, 3302, E.O. 10577; 3 CFR 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant to
the Commissioners.

[F.R. Doc. 69-14715; Filed, Dec. 10, 1969; 8:47 a.m.]

PART 213—EXCEPTED SERVICE

Department of Labor

Section 213.3315 is amended to show that the positions of one Special Assistant and two Confidential Assistants to the Under Secretary, having been abolished, are no longer in Schedule C. Effective on publication in the FEDERAL REGISTER, subparagraph (2) is amended and subparagraph (5) is revoked under paragraph (a) of § 213.3315 as set out below.

§ 213.3315 Department of Labor.

- (a) *Office of the Secretary.* * * *
- (2) One Private Secretary to the Under Secretary.

(5) [Revoked]

(5 U.S.C. 3301, 3302, E.O. 10577; 3 CFR 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant to
the Commissioners.

[F.R. Doc. 69-14716; Filed, Dec. 10, 1969; 8:47 a.m.]

PART 870—REGULAR LIFE INSURANCE

PART 871—OPTIONAL LIFE INSURANCE

Miscellaneous Amendments

Parts 870 and 871 are amended to provide an open season for both regular and optional insurance in March 1970; to show the current name of the Bureau of Retirement, Insurance, and Occupational Health; to provide a seven-rate schedule of optional insurance rates effective with the first pay period which begins after April 1, 1970; and to postpone optional insurance age-group premium changes scheduled for January 1970 to April 1970.

1. Effective on the date of publication, § 870.204 is amended by adding the following paragraph:

§ 870.204 Cancellation of waiver of insurance coverage.

(d) An employee who has filed a waiver of regular insurance coverage may cancel the waiver and become insured by filing Standard Form 176, completed to show that he wants the regular insurance, with his employing office during the period March 1 to March 31, 1970. The effective date of the regular insurance in such case is the first day the employee actually enters on duty in a pay status on or after April 1, 1970.

2. Effective on the date of publication, paragraphs (a) and (b) of § 870.205 are amended as follows:

§ 870.205 Appeals.

(a) A person may appeal an action of his employing office denying regular insurance coverage to the Bureau of Retirement, Insurance, and Occupational Health, U.S. Civil Service Commission, Washington, D.C. 20415.

(b) An appeal may be taken to the Commission's Board of Appeals and Review from the final action or order of the Bureau of Retirement, Insurance, and Occupational Health denying regular insurance coverage.

(5 U.S.C. 8716)

3. Effective on the date of publication, § 871.205 is amended by adding the following paragraph:

§ 871.205 Cancellation of declination.

(c) An employee who has declined the optional insurance may elect it by filing Standard Form 176, completed to show that he wants both optional and regular insurance, with his employing office during the period March 1 to March 31, 1970. The effective date of the optional insurance in such case is the first day the employee actually enters on duty in a pay status on or after April 1, 1970.

4. Effective on the date of publication paragraphs (a) and (b) of § 871.206 are amended as follows:

§ 871.206 Appeals.

(a) A person may appeal an action of his employing office denying optional insurance coverage to the Bureau of Retirement, Insurance, and Occupational Health, U.S. Civil Service Commission, Washington, D.C. 20415.

(b) An appeal may be taken to the Commission's Board of Appeals and Review from the final action or order of the Bureau of Retirement, Insurance, and Occupational Health denying optional insurance coverage.

5. Effective with the first pay period which begins on or after April 1, 1970, paragraph (c) § 871.401 is revised; and effective on the date of publication, paragraph (d) of § 871.401 is revised as follows:

§ 871.401 Withholdings.

(c) The biweekly full cost of the \$10,000 of optional insurance (and, for a person in receipt of annuity or compensation for work injury, of optional life insurance), until determined by the Commission on the basis of experience to be otherwise, is:

For persons under age 35.....	\$1.30
For persons ages 35 through 39.....	1.70
For persons ages 40 through 44.....	2.40
For persons ages 45 through 49.....	3.60
For persons ages 50 through 54.....	5.50
For persons ages 55 through 59.....	17.00
For persons ages 60 or over.....	19.00

The amount withheld from the pay of a person paid on other than a biweekly period or insured for more than \$10,000 shall be determined at a proportionate rate, adjusted to the nearest cent.

NOTE: This paragraph is effective with the first pay period which begins on or after April 1, 1970.

(d) For the purposes of this section, a person is deemed to attain 35, 40, 45, 50, 55, or 60 years of age on the first day of his first pay period beginning on or after January 1 (April 1 in 1970) of the year following the one in which his corresponding birthday occurs. Any withholding change scheduled for January 1, 1970, under this section as in effect before April 1970, shall not become effective.

(5 U.S.C. 8716. Interprets and applies 5 U.S.C. 8714a)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant to
the Commissioners.

[F.R. Doc. 69-14717; Filed, Dec. 10, 1969; 8:47 a.m.]

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

PART 76—HOG CHOLERA AND OTHER COMMUNICABLE SWINE DISEASES

Areas Quarantined

Pursuant to the provisions of the Act of May 29, 1884, as amended, the Act of February 2, 1903, as amended, the Act of March 3, 1905, as amended, the Act of September 6, 1961, and the Act of July 2, 1962 (21 U.S.C. 111-113, 114g, 115, 117, 120, 121, 123-126, 134-134h), Part 76, Title 9, Code of Federal Regulations, restricting the interstate movement of swine and certain products because of hog cholera and other communicable swine diseases, is hereby amended in the following respects:

1. In § 76.2, paragraph (e) (4) relating to North Carolina is amended by adding thereto the names of Johnson and Wayne Counties.

2. In § 76.2, paragraph (e) (6) relating to Texas is amended by adding thereto the name of Falls County.

3. In § 76.2, paragraph (e) (7) relating to Virginia is amended by adding thereto the name of Charlotte County.

(Secs. 4-7, 23 Stat. 32, as amended, secs. 1, 2, 32 Stat. 791-792, as amended, sec. 3, 33 Stat. 1265, as amended, sec. 1, 75 Stat. 481, secs. 3 and 11, 76 Stat. 130, 132; 21 U.S.C. 111, 112, 113, 114g, 115, 117, 120, 121, 123-126, 134b, 134f; 29 F.R. 16210, as amended)

Effective date. The foregoing amendment shall become effective upon issuance.

The amendment quarantines certain additional Counties in the States of North Carolina, Texas, and Virginia because of the existence of hog cholera. This action is deemed necessary to prevent further spread of the disease. The restrictions pertaining to the interstate movement of swine and swine products from or through quarantined areas as contained in 9 CFR Part 76, as amended, will apply to the quarantined areas designated herein.

The amendment imposes certain further restrictions necessary to prevent the interstate spread of hog cholera and must be made effective immediately to accomplish its purpose in the public interest. Accordingly, under the administrative procedure provisions in 5 U.S.C. 553, it is found upon good cause that notice and other public procedure with respect to the amendment are impracticable and contrary to the public interest, and good cause is found for making it effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 5th day of December 1969.

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

[F.R. Doc. 69-14724; Filed, Dec. 10, 1969; 8:47 a.m.]

PART 76—HOG CHOLERA AND OTHER COMMUNICABLE SWINE DISEASES

Movement of Swine and Swine Products

Pursuant to the provisions of the Act of May 29, 1884, as amended, the Act of February 2, 1903, as amended, the Act of March 3, 1905, as amended, the Act of September 6, 1961, and the Act of July 2, 1962, cited below, the regulations relating to hog cholera and other communicable swine diseases (9 CFR Part 76) are hereby amended in the following respects:

1. In § 76.1, a new paragraph (aa) is added to read as follows:

§ 76.1 Definitions.

(aa) **Slaughter market.** A public stockyard or approved stockyard or approved livestock market in a nonquarantined area at which swine for sale and shipment for slaughter are handled only at times when no swine are handled for sale and shipment for feeding or breeding purposes, and which is cleaned and disinfected, in accordance with §§ 76.32 and 76.33, before any swine for feeding or breeding purposes are handled thereat.

§ 76.11 [Amended]

2. In § 76.11, paragraph (a) is amended by adding the following immediately after "(21 U.S.C. 601 et seq.)" and before the word "if:" "or to a State inspected slaughtering establishment which has inspection by a State inspector at the time of slaughter or to a clean stockyard or a slaughter market for sale and shipment directly to such a slaughtering establishment."

3. In § 76.11, the introductory portion of paragraph (a) (3) is amended to read "The swine so moved are identified by an individual eartag, or a red mark four inches long by one-half inch wide above the shoulder on the back of each animal,

* Information regarding Federal or State inspected slaughtering establishments, clean stockyards, and slaughter markets eligible to receive swine for slaughter under this part and information concerning currently approved facilities for purposes of § 76.11 (c), may be obtained from the Veterinarian in Charge, Agricultural Research Service, in the State in which such establishments, stockyards, markets, and facilities are located or in the State from which the shipment is to be made, or from the Federal or State veterinarian or accredited veterinarian inspecting the swine to be moved under this part.

or are moved interstate in vehicles which are sealed with seals of the Department, and the swine are accompanied by a certificate issued by the inspecting veterinarian showing:"

4. In § 76.11, paragraph (a) (3) (v) is amended to read as follows:

(v) The individual eartag identification number or the existence of the prescribed red color mark on each animal covered by the certificate, or in lieu of such tag or mark, the serial numbers of the seals on the vehicles used in moving the swine; and

5. In § 76.11, paragraph (a) (3) (vi) is amended to read as follows:

(vi) A statement to the effect that the swine covered by the certificate must be moved directly to a federally inspected or a State inspected slaughtering establishment, or to a clean stockyard or slaughter market, eligible to receive such swine, for immediate slaughter or sale and shipment for immediate slaughter, and without contact with feeding or breeding swine; shall not be unloaded en route; and shall not be diverted for any other purpose; and

6. In § 76.11, paragraph (a) (4) is amended to read as follows:

(4) All trucks and other vehicles used in transporting the swine from the quarantined area are placarded by affixing conspicuously thereto a durable placard not less than 5 x 8 inches in size on which are printed in block boldfaced letters not less than 1½ inches in height, the words "Swine for Slaughter Only", and such vehicles are cleaned and disinfected in accordance with §§ 76.30, 76.31, and 76.33 under State or Federal supervision immediately following unloading.

7. In § 76.11, footnote 2 referenced in paragraphs (c) and (d) is replaced by new footnote 2 *supra*, and in paragraph (d), the proviso is amended to read as follows: "Provided, That such stockyards and livestock markets which qualify under § 76.11 (w), may operate as clean stockyards* for the purpose of handling interstate shipments of slaughter swine from a quarantined area in accordance with paragraph (a) of this section or from a nonquarantined area in accordance with other provisions of this part."

8. In § 76.11, paragraph (e), the proviso is amended to read as follows: "Provided, That such stockyards may operate as clean stockyards* for the purpose of handling interstate shipments of slaughter swine from a quarantined area in accordance with paragraph (a) of this section or from a nonquarantined area in accordance with other provisions of this part."

The amendments will: (1) Add a definition for a slaughter market; (2) permit movement of healthy swine from a quarantined area directly or through slaughter markets or "clean stockyards"

as defined in § 76.1(w) to certain slaughtering establishments operating under State inspection in addition to those operating under the Federal Meat Inspection Act; and (3) provide alternative means of identification for swine moving from quarantined areas to slaughter.

The amendments relieve restrictions presently imposed and must be made effective immediately to be of maximum benefit to affected persons. Accordingly, under the administrative procedure provisions in 5 U.S.C. 553, it is found upon good cause that notice and public procedure on the amendments are impracticable and unnecessary and the amendments may be made effective less than 30 days after publication in the *FEDERAL REGISTER*.

(Secs. 4-7, 23 Stat. 32, as amended, secs. 1, 2, 32 Stat. 791-792, as amended, sec. 3, 33 Stat. 1265, as amended, sec. 1, 75 Stat. 481, secs. 3 and 11, 78 Stat. 130, 132; 21 U.S.C. 111, 112, 113, 114g, 115, 117, 120, 121, 123-126, 134-134h; 29 F.R. 16210, as amended, 33 F.R. 15485)

Effective date. The foregoing amendments shall become effective upon issuance.

Done at Washington, D.C., this 8th day of December 1969.

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

[F.R. Doc. 69-14725; Filed, Dec. 10, 1969; 8:47 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

[Docket No. 10,007; Amdt. 39-893]

PART 39—AIRWORTHINESS DIRECTIVES

Short Brothers and Harland Ltd., Model SC-7, Series 2 and 3 Airplanes

A case has been reported of cracked flap shroud-to-wing attachment lugs on Short Brothers and Harland Ltd., Model SC-7, Series 2 and 3 airplanes. This allowed the shroud to swing freely on its hinge. Such a condition could cause the shroud to interfere with flap operations. In view of the possible serious consequences of such a failure, and since this condition is likely to exist or develop in other airplanes of the same type design, an airworthiness directive (AD) is being issued to require the original flap shroud-to-wing attachment lugs to be replaced with lugs made of a heavier gauge material.

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

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (14 CFR 11.89), § 39.13 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

SHORT BROTHERS AND HARLAND LTD. Applies to Model SC-7, Series 2 and 3 Airplanes.

Within the next 50 hours' time in service after the effective date of this AD, unless already accomplished, replace the flap shroud to wing attachment lugs located along the bottom side of the wing with redesigned lugs in accordance with Short Brothers and Harland Service Bulletin No. 57-2, Series 2, dated July 1, 1969, or Service Bulletin No. 57-51, Series 3, dated July 1, 1969, or an FAA-approved equivalent.

This amendment becomes effective December 16, 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 Washington, D.C., on December 5, 1969.

R. S. SLIFF,
Acting Director,
Flight Standards Service.

[F.R. Doc. 69-14691; Filed, Dec. 10, 1969; 8:45 a.m.]

[Docket No. 69-EA-151; Amdt. 39-889]

PART 39—AIRWORTHINESS DIRECTIVES

Sikorsky Aircraft

The Federal Aviation Administration is amending § 39.13 of Part 39 of the Federal Aviation Regulations so as to issue an airworthiness directive applicable to Sikorsky S-61 type helicopters.

The airworthiness directive is necessitated by information received from USAF users of this type helicopter. They reported discovering the Sikorsky Shaft Nut P/N S6110-21082-0 as having cracks and being beyond the specified hardness range of Rc 39 to 43. Cracking and higher hardness of the subject shaft nut constitutes a hazardous condition which can possibly result in the loss of the helicopter.

Since this situation can exist or occur in helicopters of the same type design, an airworthiness directive is being issued which will require an inspection of the rotary wing head shaft nut.

Since a situation exists which requires expeditious adoption of this airworthiness directive, notice and public procedure hereon are impractical and the airworthiness directive may be made effective in less than 30 days.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator, 14 CFR 11.85 (31 F.R. 13697), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new Airworthiness Directive:

Sikorsky. Applies to S61 type helicopters certificated in all categories. Compliance required within the next 25 hours' time in service; after the effective date of this AD, unless already accomplished.

As a result of finding a Rotary Wing Head Shaft Nut cracked and not within the approved hardness range, accomplish the following:

(a) Inspect Rotary Wing Head Shaft Nut, P/N S6110-21082-0, in accordance with section B of Sikorsky Service Bulletin No. 61B10-14, dated November 3, 1969, or later changes thereto, or equivalent inspection, both approved by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region.

(b) Any nut found cracked or not within the hardness range specified in Service Bulletin No. 61B10-14 must be replaced before further flight with a part that has been inspected in accordance with section B of Service Bulletin 61B10-14.

This amendment is effective December 10, 1969.

(Sec. 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 Jamaica, N.Y., on November 28, 1969.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

[F.R. Doc. 69-14692; Filed, Dec. 10, 1969; 8:45 a.m.]

[Airspace Docket No. 69-SW-66]

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

Designation of Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to designate the Georgetown, Tex., transition area.

On October 30, 1969, a notice of proposed rule making was published in the *FEDERAL REGISTER* (34 F.R. 17527) stating the Federal Aviation Administration proposed to designate a 700-foot transition area at Georgetown, Tex.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.M.T., February 5, 1970, as hereinafter set forth.

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

GEORGETOWN, TEX.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Georgetown Municipal Airport (lat. 30°40'47" N., long. 97°40'52" W.).

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

Issued in Fort Worth, Tex., on December 3, 1969.

A. L. COULTER,
Acting Director, Southwest Region.

[F.R. Doc. 69-14693; Filed, Dec. 10, 1969; 8:45 a.m.]

Title 10—ATOMIC ENERGY

Chapter I—Atomic Energy Commission

PART 1—STATEMENT OF ORGANIZATION, DELEGATIONS, AND GENERAL INFORMATION

PART 2—RULES OF PRACTICE

PART 20—STANDARDS FOR PROTECTION AGAINST RADIATION

PART 30—RULES OF GENERAL APPLICABILITY TO LICENSING OF BYPRODUCT MATERIAL

PART 36—EXPORT AND IMPORT OF BYPRODUCT MATERIAL

PART 40—LICENSING OF SOURCE MATERIAL

PART 50—LICENSING OF PRODUCTION AND UTILIZATION FACILITIES

PART 55—OPERATORS' LICENSES

PART 70—SPECIAL NUCLEAR MATERIAL

PART 71—PACKAGING OF RADIOACTIVE MATERIAL FOR TRANSPORT

PART 115—PROCEDURES FOR REVIEW OF CERTAIN NUCLEAR REACTORS EXEMPTED FROM LICENSING REQUIREMENTS

PART 140—FINANCIAL PROTECTION REQUIREMENTS AND INDEMNITY AGREEMENTS

PART 150—EXEMPTIONS AND CONTINUED REGULATORY AUTHORITY IN AGREEMENT STATES UNDER SECTION 274

PART 170—FEES FOR FACILITIES AND MATERIALS LICENSES UNDER THE ATOMIC ENERGY ACT OF 1954, AS AMENDED

Miscellaneous Amendments

Notice is hereby given of the amendment of 10 CFR Parts 1, 2, 20, 30, 36, 40, 50, 55, 70, 71, 115, 140, 150, and 170 of the Atomic Energy Commission's regulations.

The amendments of Parts 1, 20, 30, 36, 40, 50, 55, 70, 71, 115, 140, 150, and 170 change the address of the Atomic Energy Commission's Office in Bethesda, Md.

The amendments of Parts 30, 50, 70, 115, and 140 modify the sections of those parts relating to specific exemptions to clarify that specific exemptions may be issued upon the Commission's own initiative as well as upon the application of any interested person, and with respect to Part 30 clarify that specific exemptions may be made to any requirements of the regulations in that part.

The amendments of Parts 20 and 40 delete references to regulations of the Interstate Commerce Commission, Federal Aviation Agency, or Coast Guard, and substitute therefor references to reg-

ulations of the Department of Transportation.

The amendments of Part 30 also correct the section heading of § 30.15. The amendment of Part 2 redesignates § 2.897 as § 2.787.

Because these amendments relate solely to correction and minor procedural matters, the Commission has found that good cause exists for omitting notice of proposed rule making, and public procedure thereon, as unnecessary, and for making the amendments effective upon publication in the FEDERAL REGISTER.

Pursuant to the Atomic Energy Act of 1954, as amended, and sections 552 and 553 of title 5 of the United States Code, the following amendments to Title 10, Chapter I, Code of Federal Regulations, Parts 1, 2, 20, 30, 36, 40, 50, 55, 70, 71, 115, 140, 150, and 170, are published as a document subject to codification, to be effective upon publication in the FEDERAL REGISTER.

§§ 1.6, 20.7, 30.6, 30.32, 36.2, 36.11, 40.5, 40.31, 50.4, 50.30, 55.5, 55.10, 70.5, 70.21, 71.8, 115.6, 115.20, 140.5, 150.4, 170.5 [Amended]

1. Parts 1, 20, 30, 36, 40, 50, 55, 70, 71, 115, 140, 150, and 170 are amended by substituting the words "7920 Norfolk Avenue, Bethesda, Md." for the words "4915 St. Elmo Avenue, Bethesda, Md." where they appear in §§ 1.6(a), 20.7, 30.6, 30.32(a), 36.2(c), 36.11, 40.5, 40.31(a), 50.4, 50.30(a), 55.5, 55.10, 70.5(c), 70.21(a), 71.8, 115.6, 115.20(a), 140.5, 150.4, and 170.5.

§ 2.787 [Redesignated]

2. Part 2 is amended by redesignating "§ 2.897" as "§ 2.787".

§§ 20.203, 20.204 [Amended]

3. Sections 20.203(f) (3) (v) and 20.204 (d) of 10 CFR Part 20 are amended by deleting the words "Interstate Commerce Commission, Federal Aviation Agency, or Coast Guard" and substituting therefor the words "Department of Transportation".

4. Section 30.11 of 10 CFR Part 30 is revised to read as follows:

§ 30.11 Specific exemptions.¹

The Commission may, upon application of any interested person or upon its own initiative, grant such exemptions from the requirements of the regulations in this part and Parts 31-36 of this chapter as it determines are authorized by law and will not endanger life or property or the common defense and security and are otherwise in the public interest.¹

5. The section heading of § 30.15 is amended to read as follows:

¹ Issuance of an exemption by the Atomic Energy Commission for export of byproduct material contained in materials or products does not relieve any person from complying with the licensing requirements and regulations of the Department of Commerce applicable to the export of the materials or the products containing such byproduct materials.

§ 30.15 Certain items containing by-product material.

§ 40.13 [Amended]

6. Section 40.13(c) (6) of 10 CFR Part 40 is amended by deleting the words "which meets the specifications for containers for radioactive materials prescribed by § 78.250, Specification 55, Part 78 of the regulations of the Interstate Commerce Commission (49 CFR 78.250)" and substituting therefor the words "which meets the specifications for containers for radioactive materials prescribed by § 178.250, Specification 55, Part 178 of the regulations of the Department of Transportation (49 CFR 178.250)".

7. Section 50.12 of 10 CFR Part 50 is revised to read as follows:

§ 50.12 Specific exemptions.

The Commission may, upon application of any interested person or upon its own initiative, grant such exemptions from the requirements of the regulations in this part as it determines are authorized by law and will not endanger life or property or the common defense and security and are otherwise in the public interest.

8. Section 70.14 of 10 CFR Part 70 is revised to read as follows:

§ 70.14 Specific exemptions.

The Commission may, upon application of any interested person or upon its own initiative, grant such exemptions from the requirements of the regulations in this part as it determines are authorized by law and will not endanger life or property or the common defense and security and are otherwise in the public interest.

9. Section 115.5 of 10 CFR Part 115 is revised to read as follows:

§ 115.5 Specific exemptions.

The Commission may, upon application of any interested person or upon its own initiative, grant such exemptions from the requirements of the regulations in this part as it determines are authorized by law and will not endanger life or property or the common defense and security and are otherwise in the public interest.

10. Section 140.8 of 10 CFR Part 140 is revised to read as follows:

§ 140.8 Specific exemptions.

The Commission may, upon application of any interested person or upon its own initiative, grant such exemptions from the requirements of the regulations in this part as it determines are authorized by law and are otherwise in the public interest.

(Sec. 161, 68 Stat. 948; 42 U.S.C. 2201)

Dated at Germantown, Md., this 24th day of November 1969.

For the Atomic Energy Commission.

W. B. McCool,
Secretary.

[F.R. Doc. 69-14700; Filed, Dec. 10, 1969; 8:46 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 121—FOOD ADDITIVES

Subpart B—Exemption of Certain Food Additives From the Requirement of Tolerances

CYCLAMIC ACID AND ITS SALTS

The FEDERAL REGISTER of October 21, 1969 (34 F.R. 17063), referred to drugs containing cyclamates for nontherapeutic use which should be withdrawn by July 1, 1970. The Commissioner has concluded that for the purposes of this order alone dietary supplements such as vitamin and mineral combinations should be considered in the category of drugs.

Further, to implement the announcement of November 14, 1969, by the Secretary of Health, Education, and Welfare, which provided for certain coordination of withdrawal dates with those established by the Canadian Government, the last paragraph of the order of October 21, 1969, is amended to read:

The Commissioner finds that existing stocks of artificially sweetened beverages and packaged mixes for the preparation of such beverages for general use should be withdrawn from the market between the date of this order and January 1, 1970. The Commissioner further finds that existing stocks of other artificially sweetened foods for general use containing substantially lower levels of cyclamates may be phased out of use by February 1, 1970, except that the date for dietetic jams, jellies, desserts, and ice cream shall be April 1, 1970, and the date for canned fruits and vegetables shall be September 1, 1970. For the purposes of this order, the terms canned fruits and vegetables shall be construed to include fruit and vegetable juices, concentrates for lemonade and noncarbonated fruit drinks normally consumed with meals. The terms do not include fruit flavored drinks whether or not carbonated.

(Federal Food, Drug, and Cosmetic Act, sec. 201(a), 72 Stat. 1784, 21 U.S.C. 321(a); sec. 409, 72 Stat. 1785, 21 U.S.C. 348 and sec. 701 (a), 52 Stat. 1055, 21 U.S.C. 371(a), and under authority delegated to the Commissioner (21 CFR 2.120))

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

Dated: December 5, 1969.

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

[F.R. Doc. 69-14726; Filed, Dec. 10, 1969; 8:47 a.m.]

Title 46—SHIPPING

Chapter II—Maritime Administration, Department of Commerce

SUBCHAPTER B—REGULATIONS AFFECTING MARITIME CARRIERS AND RELATED ACTIVITIES

[General Order 39, 3d Rev., Amdt. 6]

PART 222—STATEMENTS, REPORTS, AND AGREEMENTS REQUIRED TO BE FILED

Forms of Vessel Utilization and Performance Reports Prescribed

This amendment modifies the requirement for filing Vessel Utilization and Performance Reports by discontinuing the Form MA-578 and substituting therefor separate inbound and outbound reports identified as Form MA-721, Vessel Utilization and Performance Report—Inbound and Form MA-722, Vessel Utilization and Performance Report—Outbound.

Accordingly, § 222.2 of this part is amended to read as follows:

§ 222.2 Forms of vessel utilization and performance reports prescribed.

(a) Pursuant to authority of section 212(A) of the Merchant Marine Act, 1936, as amended by Public Law 612, 84th Congress; 70 Stat. 332; 46 U.S.C. 1122a, the Secretary of Commerce has determined that it is necessary and desirable in order to carry out the purposes and provisions of the Merchant Marine Act, 1936, as amended (49 Stat. 1985, et seq.; 46 U.S.C. 1101, et seq.) to require an operator of a vessel in waterborne foreign commerce of the United States to file accurate reports on Forms MA-721 and MA-722 with respect to passenger and dry cargo vessels, on Form MA-578A with respect to vessels carrying certain containerized cargo; such forms and instructions for the preparation thereof are hereby prescribed and approved.¹

(1) An accurate report on Form MA-721, Vessel Utilization and Performance Report—Inbound or Form MA-722, Vessel Utilization and Performance Report—Outbound, as the case may be, shall be filed in duplicate with the appropriate District Director of Customs for transmittal to the Maritime Administration by the operator of every self-propelled dry cargo and passenger vessel of 1,000 or more net registered tons before midnight of the 30th calendar day after entry into the first U.S. port and before midnight of the 30th calendar day after clearing the last U.S. port.

(2) In addition, and subject to the same qualifying and filing requirements

¹ Copy each of the Forms MA-721, MA-722 and MA-578A (3-21-67), together with instructions for their use, respectively, are on file in the Office of the Federal Register. These forms and instructions may be obtained from the Marine Section, District Director of Customs at U.S. ports.

set forth above, an accurate report on Form MA-578A, Supplemental Unitized Cargo Container Report, shall be filed by such operator when, on any one voyage, a vessel carried 10 or more (i) 8 x 8 x 10 feet or larger containers, or (ii) half-height containers 8 feet in width and 10 or more feet in length, or (iii) flatbeds 8 feet in width and 20 or more feet in length.

(3) Forms MA-721, MA-722 and MA-578A are required to be filed also for all voyages of merchant vessels operated by or for the account of the Department of Defense except vessels of the Military Sea Transportation Service (MSTS) nucleus fleet.

(b) By agreement with the Bureau of Customs, District Directors of Customs will be responsible for policing receipt of dry cargo and passenger vessel inbound and outbound reports on Form MA-721 and Form MA-722.

NOTE: The reporting requirements contained in this section have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

The foregoing amendment shall be effective January 1, 1970; however, in any case where the revised Forms MA-721 or MA-722 are not available from the District Directors of Customs, the old Form MA-578 may be used.

(Sec. 204, 49 Stat. 1987, as amended; 46 U.S.C. 1114)

By order of the Maritime Administrator.

Dated: December 5, 1969.

JAMES S. DAWSON, Jr.,
Secretary.

[F.R. Doc. 69-14754; Filed, Dec. 10, 1969; 8:48 a.m.]

Title 49—TRANSPORTATION

Chapter III—Federal Highway Administration, Department of Transportation

[Docket No. 1-21]

PART 371—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

Motor Vehicle Safety Standard No. 114; Protection Passenger Cars

Driver-warning requirement—denial of petition for amendment; extension of effective date.

General Motors Corp. has filed a petition for amendment of paragraph S4.4 of Motor Vehicle Safety Standard No. 114. That paragraph requires each passenger car manufactured after December 31, 1969, to have a warning to a driver who neglects to remove his key from the ignition lock before he leaves the car. As amended (34 F.R. 9342), the standard provides that the warning need not operate "after the key has been manually withdrawn to a position from which it may not be turned."

The basis of the petition is that, in the current-model General Motors system, manufacturing tolerances may be such as to permit a driver to manipulate the ignition key into a position at which the warning buzzer will be deactivated while the ignition lock remains operative. General Motors seeks an amendment to permit the warning to be inoperative "after the key has been manually withdrawn from the normal operating position."

Upon consideration of the petition and other evidence, the Administrator has concluded that it would not be in the public interest to grant the relief General Motors has requested. The purpose of paragraph S4.4 is to make it virtually impossible for a driver inadvertently to leave his key in the ignition lock when he exits and thereby to reduce car thefts along with the high potential for accidental injury and death that stolen cars have. If it were possible for a driver to manipulate the key so as to render the warning inoperative while, at the same time, to continue to operate the vehicle with the key in the lock, the salutary purpose of the warning requirement would be defeated. Therefore, the petition for amendment is denied.

However, the Administrator recognizes that the tolerance problem General Motors has raised is a genuine one. It may be related to the fact that General Motors attempted, in good faith, to manufacture cars that complied with Standard No. 114 well before the standard's effective date. This is a laudable action for which General Motors should not be penalized. Furthermore, the Administrator realizes that the General Motors system is installed not only on its own production but also in passenger cars produced by other high-volume manufacturer.

Therefore, the Administrator has concluded that the effective date of paragraph S4.4 of Standard No. 114 should be extended to allow additional time to overcome the tolerance problem. According to the best information available at this time, it appears that a 90-day extension of the January 1, 1970 effective date will provide sufficient time for redesigning and retooling the General Motors system so that it fully conforms to the standard's requirements and to put the new system into production. This conclusion is based on the expectation that the problems involved will be attacked on an urgent, high priority basis, as they should be in view of the safety need that paragraph S.4 meets. The Administrator may consider a further extension at a later date if additional evidence to justify such an extension is adduced at that time.

Because of the shortness of time before the effective date of Standard No. 114 and because extension of that effective date for compliance with paragraph S4.4 of the standard will impose no additional burden on any person, notice and public procedure hereon are found to be unnecessary and impracticable.

In consideration of the foregoing, the effective date of paragraph S4.4 of Motor Vehicle Safety Standard No. 114, in § 371.21 of Part 371 is extended to April 1, 1970.

(Secs. 103, 119, National Traffic and Motor Vehicle Safety Act of 1966 (15 U.S.C. 1392, 1407); delegation of authority at 49 CFR 1.4(c))

Issued on December 3, 1969.

F. C. TURNER,
Federal Highway Administrator.

[F.R. Doc. 69-14705; Filed, Dec. 10, 1969;
8:46 a.m.]

Title 50—WILDLIFE AND FISHERIES

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

PART 28—PUBLIC ACCESS, USE AND RECREATION

Crab Orchard National Wildlife Refuge, Ill.

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

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

ILLINOIS

CRAB ORCHARD NATIONAL WILDLIFE REFUGE

Public use is permitted on the Crab Orchard National Wildlife Refuge subject to the following special conditions:

(1) Swimming is permitted only at beach areas as designated by signs.

(2) All types of flotation devices, other than U.S. Coast Guard approved lifesaving devices, are prohibited on refuge waters.

(3) Foodstuffs, drink containers (cans, bottles, cartons), pets or fires are prohibited at designated beach areas and on the rock area immediately below Crab Orchard Lake Spillway.

(4) The Carterville Beach, Hogan, Lookout Point, Crab Orchard Beach, Crab Orchard Spillway, and Spillway Parking Lot areas are closed from 9 p.m., local time, until 5 a.m., local time, daily.

(5) Horseback riding is prohibited except on designated horseback riding trails.

(6) Boats containing toilets that flush directly into the water must have the toilet sealed when the craft is on refuge waters.

(7) Sailboats when underway between sunset and sunrise must display a bright white light visible all around the horizon for a distance of 2 miles.

(8) Alcoholic liquor may not be transported, carried or possessed on any boat propelled by mechanical power, except in the original packages and with the seal unbroken, while the craft is in operation on refuge waters.

(9) The drinking or possession of alcoholic liquor by persons under 21 years of age is prohibited on the refuge area.

(10) No person shall transport, carry, possess or have any alcoholic liquor in or upon or about any motor vehicle except

in the original package and with the seal unbroken, while on the refuge area.

L. A. MEHRHOFF, Jr.,
Project Manager, Crab Orchard
National Wildlife Refuge,
Carterville, Ill.

DECEMBER 3, 1969.

[F.R. Doc. 69-14704; Filed, Dec. 10, 1969;
8:46 a.m.]

PART 33—SPORT FISHING

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.

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

NORTH DAKOTA

J. CLARK SALYER NATIONAL WILDLIFE REFUGE

Sport fishing on the J. Clark Salyer National Wildlife Refuge, N. Dak., is permitted only on the areas designated by signs as open to fishing. These open areas, comprising 11,430 acres or 100 percent of the total water area of the refuge, are delineated on maps available at refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, Federal Building, Fort Snelling, Twin Cities, Minn. 55111. Sport fishing shall be in accordance with all applicable State regulations subject to the following special conditions:

(1) The open season for sport fishing on the refuge extends from December 15, 1969 through March 22, 1970, daylight hours only. The provisions of this special regulation supplement the regulations which govern fishing on wildlife refuge areas generally which are set forth in Title 50, Part 33, and are effective through March 22, 1970.

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

DECEMBER 4, 1969.

[F.R. Doc. 69-14709; Filed, Dec. 10, 1969;
8:46 a.m.]

Title 7—AGRICULTURE

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

[Navel Orange Reg. 187]

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

Limitation of Handling

§ 907.187 Navel Orange Regulation 187.

(a) Findings. (1) Pursuant to the marketing agreement, as amended, and Order No. 907, as amended (7 CFR Part

907, 33 F.R. 15471), regulating the handling of Navel 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 Navel 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 Navel 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 insuffi-

cient, 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 Navel 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 Navel 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 per-

sons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on December 9, 1969.

(b) *Order.* (1) The respective quantities of Navel oranges grown in Arizona and designated part of California which may be handled during the period December 12, 1969, through December 18, 1969, are hereby fixed as follows:

- (i) District 1: 1,044,000 cartons.
- (ii) District 2: 88,263 cartons.
- (iii) District 3: 150,000 cartons.

(2) As used in this section, "handled," "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: December 10, 1969.

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

[F.R. Doc. 69-14797; Filed, Dec. 11, 1969;
8:48 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Agricultural Stabilization and
Conservation Service

[7 CFR Part 724]

TOBACCO

Notice of Determinations To Be Made With Respect to Marketing Quotas for 1970-71 Marketing Year

Pursuant to and in accordance with the Agricultural Adjustment Act of 1938, as amended (7 U.S.C. 1281 et seq., hereinafter referred to as the "Act"), the Secretary is preparing with respect to Burley (type 31) tobacco, to determine and announce the national marketing quota for the 1970-71 marketing year; to convert such 1970-71 marketing quota into a national acreage allotment and announce such allotment; to apportion such national acreage allotment, less a reserve of not to exceed 1 per centum thereof, through the local committees among old farms; to apportion the aforementioned reserve for use in (1) establishing acreage allotments for new farms and (2) making corrections and adjusting inequities in old farm allotments.

In conformity with the provisions of section 312(a) of the Act, the Secretary proclaimed marketing quotas on burley tobacco for the 1968-69, 1969-70 and 1970-71 marketing years (33 F.R. 2433). Burley tobacco growers approved marketing quotas for the 1968-69, 1969-70, and 1970-71 marketing years (33 F.R. 5038).

Section 301(b)(15) of the Act (7 U.S.C. 1301(b)(15)) defines "tobacco" as each one of the kinds of tobacco listed below comprising the types specified as classified in Service and Regulatory Announcement Numbered 118 (Part 30 of this title) of the former Bureau of Agricultural Economics of the Department:

Flue-cured tobacco, comprising types 11, 12, 13, and 14;
Fire-cured tobacco, comprising type 21;
Fire-cured tobacco, comprising types 22, 23, and 24;
Dark air-cured tobacco, comprising types 35 and 36;
Virginia sun-cured tobacco, comprising type 37;
Burley tobacco, comprising type 31;
Maryland tobacco, comprising type 32;
Cigar-filler and cigar-binder tobacco, comprising types 42, 43, 44, 45, 46, 51, 52, 53, 54, and 55; and
Cigar-filler tobacco, comprising type 41.

Section 301(b)(15) also provides that any one or more of the types comprising any such kind of tobacco shall be treated as a "kind of tobacco" for the purposes of the Act if the Secretary finds that there is a difference in supply and demand conditions as among such types of tobacco which results in a difference in

the adjustments needed in the marketings thereof in order to maintain supplies in line with demand. Pursuant to this authority, the Secretary has determined (15 F.R. 8214) that type 46 tobacco shall be treated as a separate kind of tobacco for purposes of marketing quotas and price supports. Pursuant to such authority, the Secretary has also determined (22 F.R. 367) that Cigar-binder (types 51 and 52) tobacco, beginning with the 1957-58 marketing year, shall be treated as a separate kind of tobacco for purposes of marketing quotas and price supports. Type 45 tobacco is no longer grown.

Section 312(b) of the Act (7 U.S.C. 1312(b)) provides that the Secretary shall determine and announce, not later than the first day of February 1970 with respect to Burley tobacco, the amount of the national marketing quota which will be in effect for the 1970-71 marketing year in terms of the total quantity of tobacco which may be marketed which will make available during such marketing year a supply of such kind of tobacco equal to the reserve supply level. Section 312(b) provides further that the amount of the 1970-71 national marketing quota (determined pursuant to such section) may, not later than March 1, 1970, be increased by not more than 20 per centum if the Secretary determines that such increase is necessary in order to meet market demands or to avoid undue restrictions of marketings in adjusting the total supply to the reserve supply level.

The Act (7 U.S.C. 1301(b)) defines the "total supply" of tobacco for any marketing year as the carryover at the beginning of the marketing year (on January 1 of such marketing year in the case of Maryland tobacco), plus the estimated production in the United States during the calendar year in which such marketing year begins. "Reserve supply level" is defined as the normal supply plus 5 per centum thereof. "Normal supply" is defined as a normal year's domestic consumption and exports, plus 175 per centum of a normal year's domestic consumption and 65 per centum of a normal year's exports. A "normal year's domestic consumption" is defined as the yearly average quantity produced in the United States and consumed in the United States during the 10 marketing years immediately preceding the marketing year in which such consumption is determined, adjusted for current trends in such consumption. A "normal year's exports" is defined as the yearly average quantity produced in the United States which was exported from the United States during the 10 marketing years immediately preceding the marketing year in which such exports are determined, adjusted for current trends in such exports.

The Act (7 U.S.C. 1313(g)) authorizes the Secretary to convert the national marketing quota into a national acreage allotment on the basis of the national average yield for the 5 years immediately preceding the year in which the national marketing quota is proclaimed, and to apportion the national acreage allotment (less a reserve of not to exceed 1 per centum thereof for new farms and for making corrections and adjusting inequities in old farm allotments) among old farms.

The Act (7 U.S.C. 1313(g)) also provides that any acreage of tobacco harvested in excess of the farm acreage allotment for the year 1955 or any subsequent crop shall not be taken into account in establishing * * * farm acreage allotments.

The Secretary, may, under section 317(c) of the Act, in his discretion, offer acreage-poundage quotas on Burley tobacco for the 1970-71 marketing year if he determines that acreage-poundage quotas would result in a more effective marketing quota program than the program on an acreage basis. Should the making of such a determination be considered probable for Burley tobacco, public hearings will be conducted in the areas where the tobacco is produced for the purpose of ascertaining and taking into consideration the attitudes of producers and other interested persons with respect to acreage-poundage quotas.

The subjects and issues involved in making the determinations described in this notice are:

1. The amount of the national marketing quota for Burley tobacco for the 1970-71 marketing year.
2. The conversion of the national marketing quota into a national acreage allotment and apportionment of same, less reserve of not to exceed 1 percent thereof, among old farms.
3. The amount of the national acreage allotment to be reserved for new farms, and for making corrections and adjusting inequities in old farm allotments.
4. Whether the Secretary should offer acreage-poundage quotas on Burley tobacco.

Consideration will be given to data, views and recommendations pertaining to the proposed determinations covered by this notice which are submitted in writing to the Director, Tobacco Division, Agricultural Stabilization and Conservation Service, U.S. Department of Agriculture, Washington, D.C. 20250. All written submissions made pursuant to the notice will be made available for public inspection at such time and in a manner convenient to the public business (7 CFR 1.27(b)). All submissions must, in order to be considered, be postmarked not later than 30 days from the date of publication of this notice in the FEDERAL REGISTER.

Signed at Washington, D.C., on November 26, 1969.

CARROLL G. BRUNTHAVER,
Acting Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 69-14712; Filed Dec. 10, 1969; 8:46 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 71]

[Airspace Docket No. 69-SO-141]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the Vicksburg, Miss., transition area.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Federal Aviation Administration, Area Manager, Memphis Area Office, Air Traffic Branch, Post Office Box 18097, Memphis, Tenn. 38118. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Air Traffic Branch. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the Federal Aviation Administration, Southern Region, Room 724, 3400 Whipple Street, East Point, Ga.

The Vicksburg 700-foot transition area described in § 71.181 (34 F.R. 4637) would be redesignated as:

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Vicksburg Municipal Airport (lat. 32°14'20" N., long. 90°55'40" W.);

The application of Terminal Instrument Procedures (TERPs) and current airspace criteria to Vicksburg terminal area requires the following actions:

1. Increase the 700-foot transition area basic radius circle from 6 to 10 miles.
2. Revoke the extension predicated on the 276° bearing from Vicksburg Municipal Airport.

The proposed alteration is required to provide controlled airspace protection for IFR operations in climb from 700 to 1,200 feet above the surface and in descent from 1,500 to 1,000 feet above the

surface. The special NDB (ADF-1) approach serving the Vicksburg Municipal Airport is being revised and converted to public use.

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

Issued in East Point, Ga., on December 2, 1969.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 69-14695; Filed, Dec. 10, 1969; 8:45 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 69-SO-147]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the Yazoo City, Miss., transition area.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Federal Aviation Administration, Area Manager, Memphis Area Office, Air Traffic Branch, Post Office Box 18097, Memphis, Tenn. 38118. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Air Traffic Branch. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the Federal Aviation Administration, Southern Region, Room 724, 3400 Whipple Street, East Point, Ga.

The Yazoo City transition area would be redesignated as:

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Barrier Field (lat. 32°52'30" N., long. 90°24'25" W.); within 3 miles each side of the Jackson, Miss., VORTAC 332° radial, extending from the 6.5-mile radius area to 17.5 miles northwest of the VORTAC.

The application of Terminal Instrument Procedures (TERPs) and current airspace criteria to Yazoo City terminal area requires the following actions:

1. Increase the transition area basic radius circle from 6 to 6.5 miles.
2. Revoke the extension predicated on the 100° bearing from WAZF Commercial Broadcast Station.
3. Increase the extension predicated on the VORTAC 332° radial 2 miles in width and decrease 1.5 miles in length.

The proposed alteration is required for the protection of IFR operations in climb from 700 to 1,200 feet above the surface and in descent from 1,500 to 1,000 feet above the surface.

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

Issued in East Point, Ga., on December 2, 1969.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 69-14696; Filed, Dec. 10, 1969; 8:45 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 69-SO-142]

TRANSITION AREA

Proposed Designation

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would designate the Belzoni, Miss., transition area.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Federal Aviation Administration, Area Manager, Memphis Area Office, Air Traffic Branch, Post Office Box 18097, Memphis, Tenn. 38118. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Air Traffic Branch. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the Federal Aviation Administration, Southern Region, Room 724, 3400 Whipple Street, East Point, Ga.

The Belzoni transition area would be designated as:

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Belzoni Municipal Airport (lat. 33° 08'39" N., long. 90°30'55" W.).

The proposed designation is required to provide controlled airspace protection for IFR operations in climb from 700 to 1,200 feet above the surface and in descent from 1,500 to 1,000 feet above the surface. A prescribed instrument approach procedure to Belzoni Airport, utilizing the Greenwood VORTAC, is proposed in conjunction with the designation of this transition area.

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

1348(a)) and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in East Point, Ga., on December 2, 1969.

JAMES G. ROGERS,
Director, Southern Region.

[P.R. Doc. 69-14697; Filed, Dec. 10, 1969;
8:45 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 69-SO-148]

TRANSITION AREA

Proposed Designation

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would designate the Hartsville, S.C., transition area.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Federal Aviation Administration, Southern Region, Air Traffic Division, Post Office Box 20636, Atlanta, Ga. 30320. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Airspace Branch. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the Federal Aviation Administration, Southern Region, Room 724, 3400 Whipple Street, East Point, Ga.

The Hartsville transition area would be designated as:

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Hartsville Municipal Airport; within 3 miles each side of the 014° bearing from Hartsville RBN (lat. 34°24'25" N., long. 80°06'56" W.), extending from the 6.5-mile radius area to 8.5 miles North of the RBN; excluding the portion within the Darlington, S.C., transition area.

The proposed designation is required to provide controlled airspace protection for IFR operations in climb from 700 to 1,200 feet above the surface and in descent from 1,500 to 1,000 feet above the surface. A prescribed instrument approach procedure to Hartsville Municipal Airport, utilizing the Hartsville NDB (private), is proposed in conjunction with the designation of this transition area.

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

Issued in East Point, Ga., on December 2, 1969.

JAMES G. ROGERS,
Director, Southern Region.

[P.R. Doc. 69-14698; Filed, Dec. 10, 1969;
8:46 a.m.]

[14 CFR Part 93]

[Docket No. 10,005; Notice 69-53]

VOR FEDERAL AIRWAY

Proposed Special Air Traffic Rule

The Federal Aviation Administration is considering amending Subpart E of Part 93 of the Federal Aviation Regulations to clarify the applicability of the subpart, and to eliminate IFR flights from the rule.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to: Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket GC-24, 800 Independence Avenue SW., Washington, D.C. 20590. All communications received on or before February 10, 1970, will be considered by the Administrator before taking action on the proposed rule. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments in the Rules Docket for examination by interested persons.

Subpart E of Part 93 of the Federal Aviation Regulations prescribes special air traffic rules for operations within a section of VOR Federal Airway No. 16, Southwest of Luke Air Force Base. Section 93.71 limits the applicability of Subpart E to aircraft operated during certain hours under VFR conditions within VOR Federal Airway No. 16 between specified lines of longitude. Section 93.73 requires that Luke Air Force Base jet aircraft operating outside of the Luke Air Force Base airport traffic pattern and engaged in a training operation that requires crossing of VOR Federal Airway No. 16, shall cross within the airspace specified in § 93.71 at altitudes from 2,500 feet m.s.l. to 5,000 feet m.s.l., inclusive. As presently worded, § 93.73 could be construed as creating a fence the full length of VOR Federal Airway No. 16 that Luke Air Force Base jet training aircraft may cross only through the designated corridor altitude block when operating in VFR weather conditions. This interpretation could create a potential safety hazard since all flights operating along the airway at any distance from the base would be required to return to the corridor and be funnelled through the same limited airspace used by aircraft arriving and departing from Luke Air Force Base. However, since § 93.71 limits the applicability of all of Subpart E to aircraft operated within Federal Airway No. 16 between specified lines of longitude, § 93.73 applies to Luke Air Force Base Training

Flights only when they cross Federal Airway No. 16 within the airspace corridor specified in § 93.71. Flights that require crossing at areas outside of that designated airspace corridor are not required to return to the corridor to cross the Airway. Section 93.73 will be amended to make this clear.

In addition, the U.S. Air Force has requested that Subpart E be changed to apply only to aircraft operating under visual flight rules. Presently, Subpart E applies to all aircraft operating under VFR conditions, which would include IFR operations conducted in VFR weather conditions. Such IFR operations were included in the rule, first adopted in 1957, because at the time the Air Traffic Controllers had no means of providing information about VFR traffic to pilots operating IFR in VFR weather conditions. The rules were intended to provide segregation, at least between Luke Training Operations and other aircraft operating on the airway. This airspace is now within radar coverage of the Phoenix, Ariz., TRACON and is under continuous radar surveillance. Information about the location of VFR aircraft operating in this area can now be provided to IFR aircraft by ATC, thus eliminating the need to segregate these IFR aircraft by rule. Because of this improved ATC capability, the FAA and the military offices in the area believe that better service and more efficient use of the airspace will result from removing all IFR operations from this rule, without derogating safety.

Additionally, it is proposed to change the effective period of the rule from 0600-1800 local time, to 0600-0100 the following day, Monday through Saturday, to make allowance for increased night training activities at Luke Air Force Base.

It is further proposed to amend this section to reflect the name change from Litchfield Naval Air Facility to Phoenix-Litchfield Airport.

In consideration of the foregoing, it is proposed to amend Part 93 of the Federal Aviation Regulations as follows:

1. By amending § 93.71 to read as follows:

§ 93.71 Applicability.

This subpart applies to aircraft operated under Visual Flight Rules within VOR Federal Airway No. 16 between longitudes 112°23'00" W. and 112°41'30" W., excluding that portion of the airspace within a 4-statute-mile radius of Phoenix-Litchfield Airport (latitude 33°25'25" N., longitude 112°22'30" W.), Monday through Saturday from 0600 to 0100 the following day, local time.

2. By amending § 93.73 to read as follows:

§ 93.73 Crossing VOR Federal Airway No. 16; VFR Jet Training Operations.

Each pilot in command of a Luke Air Force Base jet aircraft operating outside of the Luke Air Force Base airport traffic pattern under Visual Flight Rules and engaged in a training operation that requires crossing of VOR Federal Airway No. 16 within the airspace specified in

§ 93.71, shall cross within that specified airspace at altitudes from 2,500 feet m.s.l. to 5,000 feet m.s.l., inclusive.

3. By amending § 93.75 to read as follows:

§ 93.75 Crossing and Operating Along VOR Federal Airway No. 16.

Each person piloting an aircraft (other than an aircraft to which § 93.73 applies and aircraft departing Luke Air Force Base) crossing or operating along VOR Federal Airway No. 16 in the area specified in § 93.71 shall operate—

- (a) At 2,000 feet m.s.l., or lower, or
- (b) At 5,500 feet m.s.l., or higher.

These amendments to Part 93 of the Federal Aviation Regulations are proposed under the authority of sections 307 and 313(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348 and 1354) and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., on December 3, 1969.

WILLIAM M. FLNER,
Director, Air Traffic Service.

[P.R. Doc. 69-14694; Filed, Dec. 10, 1969;
8:45 a.m.]

Hazardous Materials Regulations Board

[49 CFR Part 179]

[Docket No. HM-38; Notice 69-31]

TRANSPORTATION OF HAZARDOUS MATERIALS

Interlocking Couplers and Restriction of Capacity of Tank Cars

The Hazardous Materials Regulations Board is considering amending Part 179 of the Hazardous Materials Regulations (1) to require interlocking couplers on all new and rebuilt tank cars transporting hazardous materials, and (2) to restrict the capacity of new and rebuilt tank cars used to transport hazardous materials.

The Board has become concerned with the increasing number of railroad accidents involving tank cars transporting hazardous materials in which the tank released its contents, either because of a puncture or because of a rupture,

causing a dangerous condition. In many instances this release of hazardous materials resulted in personal injury and substantial property damage; and in two instances it resulted in multiple fatalities. According to the records compiled by the Federal Railroad Administration, since January 1, 1968, there have been 43 instances in which tank cars released their contents as the result of a rail accident. In 22 instances, evacuation of the surrounding population was undertaken as a safety measure. Although the records do not indicate the amount of property damage which resulted from these occurrences, conservative estimates indicate that the loss exceeds \$15 million.

The Department is presently reviewing the design of these tank cars in an effort to determine the relationship between the capacity of tank cars and the likelihood of the release of contents in an accident. However, pending the completion of these studies, the Board believes that some action should be taken to reduce the likelihood that new or rebuilt tank cars will release their hazardous lading when involved in a rail accident. Therefore, the Board proposes to require that all tank cars built or rebuilt after June 30, 1970, that are used to transport hazardous materials, must be equipped with interlocking couplers that have been approved by the Federal Railroad Administration. These couplers should reduce the incidence of couplers disengaging in an accident and puncturing the head of a tank car. Since puncture of the tank car tank head is the primary cause of release of product, this requirement would reduce the number of head punctures in tank heads by a considerable amount. In addition, the Board proposes to limit the capacity of tank cars used to transport hazardous materials that are built after June 30, 1970, to those not over 34,500 gallons capacity or not over 263,000 pounds gross weight on rail.

If the above-referenced studies warrant, the Board will in future rulemaking actions apply these requirements and limitations and any others found to be necessary to existing tank cars used to transport hazardous materials. These and other actions will be discussed further in an advance notice of proposed rulemaking to be issued in the near future.

Interested persons are invited to give their views on this proposal. Communications should identify the docket number and be submitted in duplicate to the Secretary, Hazardous Materials Regulations Board, Department of Transportation, 400 Sixth Street SW., Washington, D.C. 20590. Communications received on or before February 10, 1970, will be considered before final action is taken on the proposal. All comments received will be available for examination by interested persons at the Office of the Secretary, Hazardous Materials Regulations Board, both before and after the closing date for comments.

In consideration of the foregoing, it is proposed to amend 49 CFR Part 179 as follows:

(A) Sections 179.13 and 179.14 would be added in the Table of Contents to read as follows:

Sec.
179.13 Tank car capacity and gross weight limitation.
179.14 Tank car couplers.

(B) Section 179.13 would be added to read as follows:

§ 179.13 Tank car capacity and gross weight limitation.

Tank cars built after June 30, 1970, must not exceed 34,500 gallon capacity or 263,000 pounds gross weight on rail.

(C) Section 179.14 would be added to read as follows:

§ 179.14 Tank car couplers.

All tank cars built or rebuilt after June 30, 1970, must be equipped with interlocking automatic couplers that will resist car telescoping and jackknifing in derailments and emergency stops and that are approved by the Federal Railroad Administrator.

This proposal is made under the authority of sections 831-835 of title 18, United States Code, and section 9 of the Department of Transportation Act (49 U.S.C. 1657).

Issued in Washington, D.C., on December 8, 1969.

R. N. WHITMAN,
Administrator,
Federal Railroad Administration.

[P.R. Doc. 69-14723; Filed, Dec. 10, 1969;
8:47 a.m.]

Notices

DEPARTMENT OF THE INTERIOR

Bureau of Land Management CALIFORNIA

Notice of Filing of State Protraction Diagrams; Correction

DECEMBER 4, 1969.

In F.R. Doc. 69-3310 appearing at page 5446 in the issue of Thursday, March 20, 1969, in the California Protraction Diagram No. 167 under T. 36 N., R. 2 E., M.D.M., sec. 11 should read, "NW¼, W¼ NE¼, NE¼NE¼."

In California Protraction Diagram No. 170 under T. 42 N., R. 7 E., M.D.M., sec. 25 should read, SW¼, W¼SE¼, SE¼ SE¼."

In F.R. Doc. 68-15555, appearing at page 18, in the issue of Wednesday, January 1, 1969, in the California Protraction Diagram No. 174, under T. 48 N., R. 16 E., following line should read, "Secs. 31-32, inclusive; Sec. 34, N¼, SE¼; Sec. 35 and 36, all."

JOHN E. CLUTE,
Chief, Branch of Title and Records.

[F.R. Doc. 69-14687; Filed, Dec. 10, 1969;
8:45 a.m.]

[R 07600]

CALIFORNIA

Notice of Proposed Withdrawal and Reservation of Lands

DECEMBER 5, 1969.

The Bureau of Yards and Docks, Southwest Division, U.S. Department of the Navy, has filed an application, Serial No. R 07600, for the withdrawal of lands described below from prospecting, location, entry and purchase under the General Mining Laws, subject to valid claims and existing withdrawals.

The lands, originally withdrawn under the First Form for reclamation purposes by Departmental Order of October 19, 1920 in connection with the Yuma Projects, were restored to mineral entry and location by Departmental Orders of January 19, 1951 (F.R. Doc. 51-1265), and April 21, 1948 (F.R. Doc. 48-3917).

The applicant desires the exclusion of mining activity to permit use of such lands for a recovery parachute test range, which use is incompatible with mineral development.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, 1414 University Avenue, Post Office Box 723, Riverside, Calif. 92502.

The Department's regulations (43 CFR 2311.1-3(c)) provide that the authorized officer of the Bureau of Land Management will undertake such investigations as are necessary to determine the existing and potential demand for the lands and their resources. He will also undertake negotiations with the applicant agency with the view of adjusting the application to reduce the area to the minimum essential to meet the applicant's need, to provide for the maximum concurrent utilization of the lands for purposes other than the applicant's, to eliminate lands needed for purposes more essential than the applicant's, and to reach agreement on the concurrent management of the lands and their resources.

The authorized officer will also prepare a report for consideration by the Secretary of the Interior who will determine whether or not the lands will be withdrawn as requested by the applicant agency.

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

The lands involved in the application are:

CALIFORNIA

SAN BERNARDINO MERIDIAN

T. 14 S., R. 11 E.,
Sec. 4, S½SW¼;
Sec. 5, S½S½;
Sec. 6, S½SE¼;
Sec. 8, NE¼, NE¼SE¼;
Sec. 9, W¼, SW¼SE¼;
Sec. 15, W¼NW¼, SE¼NW¼;
Sec. 23, SE¼NE¼, NE¼SE¼;
Sec. 24, SW¼NW¼, NW¼SW¼.

The areas described aggregate approximately 1,160 acres in Imperial County.

This notice supersedes the notice of proposed withdrawal and reservation of lands appearing as F.R. Doc. 66-4879 on page 6718 of the issue for May 5, 1966.

WALTER F. HOLMES,
Assistant Land Office Manager.

[F.D. Doc. 69-14688; Filed, Dec. 10, 1969;
8:45 a.m.]

[Sacramento 2968]

CALIFORNIA

Notice of Proposed Withdrawal and Reservation of Lands

DECEMBER 4, 1969.

The Forest Service, U.S. Department of Agriculture, has filed an application, Serial No. Sacramento 2968, for the withdrawal of the lands described below, subject to valid existing rights, from appropriation under the mining laws (30 U.S.C., ch. 2), but not from leasing under the mineral leasing laws, in aid of programs of the Department of Agriculture.

The applicant desires the land for the Sycamore Campground within the Los Padres National Forest. The site lies along Willow Creek Canyon approximately 1½ miles east of the Pacific Ocean.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, U.S. Department of the Interior, Room E-2807, Federal Office Building, 2800 Cottage Way, Sacramento, Calif. 95825.

The Department's regulations (43 CFR 2311.1-3(c)) provide that the authorized officer of the Bureau of Land Management will undertake such investigations as are necessary to determine the existing and potential demand for the lands and their resources. He will also undertake negotiations with the applicant agency with the view of adjusting the application to reduce the area to the minimum essential to meet the applicant's needs, to provide for the maximum concurrent utilization of the lands for purposes other than the applicant's, and to reach agreement on the concurrent management of the lands and their resources.

The authorized officer will also prepare a report for consideration by the Secretary of the Interior who will determine whether or not the lands will be withdrawn as requested by the applicant agency.

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

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

The lands involved in the application are:

MOUNT DIABLO MERIDIAN
LOS PADRES NATIONAL FOREST
Sycamore Campground

T. 23 S., R. 5 E.,
Sec. 28, SW¼SE¼SW¼.

The area described contains approximately 10 acres in Monterey County.

ELIZABETH H. MIDTBY,
Chief, Lands Adjudication Section.

[F.R. Doc. 69-14710; Filed, Dec. 10, 1969;
8:46 a.m.]

[Serial No. I-015054C]

IDAHO

Notice of Opening of Lands

DECEMBER 5, 1969.

1. Notice is hereby given that in accordance with the regulations in 43 CFR

Subpart 2411, the classification dated March 11, 1965, classifying the following described lands as improper for disposal, was revoked November 28, 1969, insofar as it affected these lands:

BOISE MERIDIAN

T. 9 S., R. 12 E.,
Sec. 5, SE $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$.

The area described aggregates 120 acres.

2. These lands are hereby opened to the operation of the public land laws generally. All valid applications received prior to 10 a.m., January 5, 1970, shall be considered as simultaneously filed at that time. Those received thereafter shall be considered in the order of filing.

Inquiries concerning the lands should be addressed to the Manager, Land Office, Bureau of Land Management, Boise, Idaho.

ORVAL G. HADLEY,
Manager, Land Office.

[F.R. Doc. 69-14689; Filed, Dec. 10, 1969;
8:45 a.m.]

[Serial No. N-2711]

NEVADA

Notice of Classification of Public Lands for Multiple Use Management

DECEMBER 5, 1969.

1. Pursuant to the Act of September 19, 1964 (43 U.S.C. 1411-18) and to the regulations in 43 CFR Parts 2410 and 2411, the public lands within the area described below are hereby classified for multiple-use management. Publication of this notice has the effect of segregating the described lands from all forms of appropriation under the public land laws, including the general mining laws, but not the Recreation and Public Purposes Act (44 Stat. 741, 68 Stat. 173; 43 U.S.C. 869) of the mineral leasing and material sale laws. As used herein, "public lands" means any lands withdrawn or reserved by Executive Order No. 6910 of November 26, 1934, as amended, or within a grazing district established pursuant to the Act of June 28, 1934 (48 Stat. 1269), as amended, which are not otherwise withdrawn or reserved for Federal use or purpose.

(2) The record showing the comments received following publication of a notice of proposed classification (33 F.R. 207), or at the public hearing at the Humboldt County Library, Winnemucca, Nev., which was held November 12, 1968, and other information is on file and can be examined at the Nevada Land Office. The public lands affected by this classification are located within the following described area and are shown on a map designated N-2711 in the Winnemucca District Office, Bureau of Land Management, Highway 40 East, Winnemucca, Nev. 89445, and the Nevada Land Office, Bureau of Land Management, 300 Booth Street, Room 3104, Federal Building, Reno, Nev. 89502.

All of the public lands are located in Humboldt County. The overall description of the areas is as follows:

MOUNT DIABLO MERIDIAN, NEVADA

T. 35 N., R. 37 E.,
Sec. 16, all except N $\frac{1}{2}$ NW $\frac{1}{4}$.
T. 36 N., R. 38 E.,
Sec. 15, all except S $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 16, N $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 32, NE $\frac{1}{4}$ SW $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$.

The area described aggregates approximately 1,340 acres of public land.

3. For a period of 30 days from date of publication in the FEDERAL REGISTER, this classification shall be subject to the exercise of administrative review and modification by the Secretary of the Interior as provided for in 43 CFR 2411.2c. For a period of 30 days, interested parties may submit comments to the Secretary of the Interior, LLM 320, Washington, D.C. 20240.

NOLAN F. KEIL,
State Director, Nevada.

[F.R. Doc. 69-14690; Filed, Dec. 10, 1969;
8:45 a.m.]

[OR 4971]

OREGON

Notice of Proposed Classification of Public Lands; Correction and Amendment

DECEMBER 5, 1969.

In F.R. Doc. 69-13540 (34 F.R. 18256) of Friday, November 14, 1969, the following correction and amendments are made:

1. The land described as "T. 17 S., R. 12 E., sec. 2, S $\frac{1}{2}$ SW $\frac{1}{4}$ " is corrected to read: "T. 17 S., R. 12 E., sec. 2, W $\frac{1}{2}$ SW $\frac{1}{4}$."

2. The following lands are added:

WILLAMETTE MERIDIAN

T. 12 S., R. 25 E.,
Sec. 34, W $\frac{1}{2}$ W $\frac{1}{2}$.
T. 13 S., R. 24 E.,
Sec. 9, NW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 10, NE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 11, SW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 14, NW $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 15, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 22, E $\frac{1}{2}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 23, N $\frac{1}{2}$ NE $\frac{1}{4}$ and SW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 24, S $\frac{1}{2}$ NW $\frac{1}{4}$.
T. 13 S., R. 25 E.,
Sec. 21, NE $\frac{1}{4}$ NW $\frac{1}{4}$.
T. 16 S., R. 12 E.,
Sec. 33, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 34, 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. 17 S., R. 12 E.,
Sec. 3, lot 4;
Sec. 4, lot 1 and SE $\frac{1}{4}$ NE $\frac{1}{4}$.

The aggregate acreage is corrected to read 31,380 acres.

3. The provision for a public hearing is amended to read as follows:

A hearing will be held at the Prineville District Office, Bureau of Land Management, 185 East Fourth Street, Prineville, Oreg., at 1:30 p.m. January 14, 1970.

MURL W. STORMS,
Acting State Director.

[F.R. Doc. 69-14702; Filed, Dec. 10, 1969;
8:46 a.m.]

[OR 5632 (Wash.)]

WASHINGTON

Notice of Proposed Withdrawal and Reservation of Land

DECEMBER 2, 1969.

The Department of Agriculture, on behalf of the Forest Service, has filed application, OR 5632 (Wash.), for the withdrawal of the public land described below, from all forms of appropriation under the public land laws including the mining laws, but not the mineral leasing laws.

The applicant desires the land for use as a campground in connection with the administration of the Snoqualmie National Forest.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, 729 Northeast Oregon Street, Post Office Box 2965, Portland, Oreg. 97208.

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

He will also prepare a report for consideration by the Secretary of the Interior who will determine whether or not the land will be withdrawn as requested by the applicant agency.

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

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

The land involved in the application is:

SNOQUALMIE NATIONAL FOREST

WILLAMETTE MERIDIAN

T. 15 N., R. 11 E.,
Sec. 35, E $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$.
T. 15 N., R. 12 E. (unsurveyed),
Sec. 32, A tract of land which, when surveyed, will be located within the fractional N $\frac{1}{2}$, more particularly described as follows: Beginning at the NW $\frac{1}{4}$ corner, thence south 30 chains, thence east 10 chains, thence north 30 chains, thence west 10 chains to point of beginning.

The area described contains approximately 60 acres.

VIRGIL O. SEISER,
Chief, Branch of Lands.

[F.R. Doc. 69-14703; Filed, Dec. 10, 1969;
8:46 a.m.]

DEPARTMENT OF COMMERCE

Office of the Secretary

[Dept. Organization Order 30-3B]

PATENT OFFICE

Organization and Functions

This material supersedes the material appearing at 34 F.R. 337 of January 9, 1969.

SECTION 1. Purpose. This order prescribes the organization and assignment of functions within the Patent Office.

SEC. 2. Organization structure. The principal organization structure and line of authority of the Patent Office shall be as depicted in the attached organization chart. (A copy of the organization chart is on file with original of this document with the Office of the Federal Register.)

SEC. 3. Office of the Commissioner. The Commissioner determines the policies and directs the programs of the Patent Office and is responsible for the conduct of all activities of the Patent Office. He is principally assisted by five Assistant Commissioners who shall have the main duties as specified below:

a. The Deputy Commissioner (First assistant commissioner under 35 U.S.C. 3) shall assist the Commissioner in the direction of the Patent Office and shall perform the duties and functions of the Commissioner in the latter's absence.

b. The Assistant Commissioner for Patent Examining (Assistant commissioner under 35 U.S.C. 3) shall provide administrative and policy direction to the patent examining operations which consist of the organizational elements enumerated in section 5. This Assistant Commissioner shall be assisted by a Deputy Assistant Commissioner who, among other duties, shall perform the functions of this Assistant Commissioner during the latter's absence.

c. The Assistant Commissioner for Appeals, Legislation and Trademarks (Assistant commissioner under 35 U.S.C. 3) shall provide administrative and policy direction to the Board of Appeals, the Office of International Patent and Trademark Affairs, the Office of Legislative Planning, the Trademark Trial and Appeal Board, and the Trademark Examining Operation.

d. The Assistant Commissioner for Research and Development shall provide administrative and policy direction to the Office of Research and Development, the Office of Search Systems and Documentation; and the Office of Organization and Systems Analysis. This Assistant Commissioner shall be assisted by a Deputy Assistant Commissioner who among other duties shall perform the functions of this Assistant Commissioner during the latter's absence.

e. The Assistant Commissioner for Administration shall provide administrative and policy direction to certain administrative, public and internal support services which consist of the organizational elements enumerated in section 8. This Assistant Commissioner shall be assisted by a Deputy Assistant

Commissioner who, among other duties, shall perform the functions of this Assistant Commissioner during the latter's absence.

SEC. 4. Offices reporting to the Commissioner. .01 The Office of Planning and Programming shall provide the principal assistance to the Commissioner in planning and developing major programs of the Patent Office to accomplish its objectives and enhance its role and effectiveness in carrying out the purposes of the Patent system; provide overall coordination of internal program planning in support of Office-wide objectives, preparing pertinent guidelines governing such effort including PPBS as well as immediate and extended range program stages; and initiate and conduct or coordinate the conduct of special studies and analyses required for formulating, reviewing, and appraising program plans and projections of goals, making use of the Office of Organization and Systems Analysis or other appropriate resources available for this purpose.

.02 The Office of the Solicitor shall comprise the Solicitor, who is the chief legal officer for the Patent Office, and his professional associates. This Office shall handle all litigation to which the Commissioner is a party and provide other legal services, including drafting of legislation and advice and assistance on legislative matters.

.03 The Office of Information Services shall advise and represent the Commissioner on information matters; conduct programs fostering public understanding of the American patent system and the functions, services and administrative publications of the Patent Office; develop publication policies; provide direction and assistance in developing new and revised publications; and assure conformity with policies, regulations, and standards concerning publications and publication practices.

SEC. 5. Offices reporting to the Assistant Commissioner for Patent Examining.

.01 The Board of Patent Interferences shall conduct patent interference proceedings and make final determination in the Patent Office as to priority of invention. The Board shall also decide questions concerning property rights in inventions in the atomic energy and space fields brought before it under the provisions of 42 U.S.C. 2182 and 2457 (d) and (e).

.02 The Office of Examining and Documentation Control shall develop procedures, quality and quantity standards relating to the conduct of the examination and documentation functions; evaluate compliance with examination and documentation standards; and train new examiners in patent practice and procedure.

.03 The Office of Support Services shall provide direct administrative and clerical support to the Examining Groups in the examination of patent applications and attend to the processing of applications both in advance of examination and after allowance by the examiners for patent issuance. Its duties include the review of incoming applications for compli-

ance in matters of form; the origination and maintenance of application inventory documentation and status; preparation, routing, movement, and maintenance of files; liaison with other organization units in obtaining and processing documents; and the provision of other logistical and administrative support.

.04 The Examining Groups, specified below, shall examine applications for patent to ascertain if the applicants are entitled to patents under the law and grant patents to those so entitled. Each examining group shall perform this function for patent applications falling within the generic category indicated by the title of the group. The Examining Groups are:

General Chemistry and Petroleum Chemistry;
General Organic Chemistry;
High Polymer Chemistry, Plastics, and Molding;
Coating and Laminating, Bleaching, Dyeing, and Photography;
Specialized Chemical Industries and Chemical Engineering;
Industrial Electronics and Related Elements; Security and Designs;
Information Transmission, Storage, and Retrieval;
Electronic Component Systems and Devices; Physics;
Handling and Transportation Media;
Material Shaping, Article Manufacturing, Tools;
Amusement, Husbandry, Personal Treatment, Information;
Heat and Power Engineering;
Fixed Constructions, Support and Hardware; and
Textiles, Cleaning and Fluid Handling.

SEC. 6. Offices reporting to the Assistant Commissioner for Appeals, Legislation and Trademarks. .01 The Board of Appeals shall conduct hearings and render decisions on appeals from adverse decisions of examiners rejecting claims in patent applications.

.02 The Office of International Patent and Trademark Affairs shall make studies and advise on policy and action concerning international patent and trademark matters; develop and direct the implementation of related programs; maintain liaison with the Office of the Secretary and the Department of State; and, conduct negotiations in technical patent and trademark matters in establishing international agreements.

.03 The Office of Legislative Planning shall make studies and advise the Commissioner on matters which may require legislative action.

.04 The Trademark Trial and Appeals Board shall be responsible for hearing and deciding adversary proceedings involving interfering applications, oppositions to registration, cancellation petitions, and concurrent use proceedings; and for hearing and deciding appeals from final refusals of the trademark examiners to allow the registration of trademarks.

.05 The Trademark Examining Operation shall be responsible for the classification and examination of applications for the registration of trademarks and service marks and the maintenance of

the principal and supplemental registers of trademarks.

Sec. 7. Offices reporting to the Assistant Commissioner for Research and Development. .01 The Office of Research and Development shall identify areas of needed research, formulate approaches to research problems, and conduct research (or monitor research carried out under contract); and design and install experimental systems, new equipment, or other products of research, and evaluate their effectiveness after installation. Major research and development efforts are aimed at development of automated search and retrieval systems and more effective dissemination of stored information to Patent Office examiners, the patent profession, and the scientific community.

.02 The Office of Search Systems and Documentation shall develop, improve, and maintain subject matter classification systems; improve and maintain the examiner's search file; develop, improve and maintain operational search systems both manual and electronic, for the storage and identification of patents and patent related literature so that examiners and the public may readily retrieve particular technical information.

.03 The Office of Organization and Systems Analysis shall serve the entire Patent Office in providing analytical and system research for management in developing and implementing improvements in methods, procedures, systems, organization, workflow, and manpower and equipment utilization to resolve operational problems, to meet new program or operational needs, to achieve efficiency, economy, and effectiveness in operations, and to strengthen management practices; develop and maintain the viability of information systems providing data for management planning, evaluation and control, including related analytical and statistical services and reports; provide system design and develop applications of information handling technology (electronic, graphic, micrographic, etc.) in meeting present and emerging Patent Office needs; make cost studies in developing cost-benefit data, reviewing user-charges, and appraising system choices; and perform related activities and functions.

Sec. 8. Offices reporting to the Assistant Commissioner for Administration. .01 The Office of Budget and Finance shall provide staff assistance in the development, application and execution of budgetary and fiscal policies and programs; conduct accounting operations for revenue, trust funds, and the Patent Office appropriation; and administer payroll and related employee accounts.

.02 The Office of Personnel shall administer activities relating to recruitment, placement, employee relations, training and career development, incentive awards, performance rating, position classification and wage administration, group-management relations and various employee benefit programs.

.03 The Office of Administrative Services shall provide Office-wide services including the procurement and supply of equipment, furnishings, and consumable items; space and facilities

management; communication; travel and transportation services; mail, messenger, and general correspondence services; and procurement and supply of graphic services and administrative printing, including office forms and publications. This Office shall also be responsible for carrying out a comprehensive paperwork management program in the Patent Office, embracing forms, reports, directives, and records.

.04 The Office of Public Services shall provide the materials and services offered directly to the public many of which are provided on a fee basis. These shall include recording instruments that transfer property rights to patents and trademarks; furnishing copies of patents and office records; providing drafting services; and maintaining collections of pertinent technical and scientific information such as U.S. and foreign patents, periodicals, books, and other publications for use by patent and trademark examiners and the public.

.05 The Office of Automatic Data Processing shall provide data processing services to other elements of the Patent Office. It shall be responsible for operation, support and maintenance of all general purpose automatic data processing equipment except that which may be assigned to other elements for data collection or which is integral to process control systems of the Patent Office. Its functions shall also include writing and testing of computer programs, maintaining a comprehensive library of programs including those provided by other elements of the Office, developing special utility routines, and defining needs for new equipment or modification of existing units.

.06 The Office of Patent Publications shall schedule and manage the processing and movement of allowed patent application files in procuring the creation of full patent text machine language data base and the composition and printing of weekly patent issues and related announcements in the Official Gazette; monitor the quality of performance by contributing sources; provide technical direction and advice in contract administration; and maintain close liaison with the U.S. Government Printing Office; and prepare and issue patent grants.

Effective date: December 1, 1969.

LARRY A. JOBE,
Assistant Secretary
for Administration.

[F.R. Doc. 69-14686; Filed, Dec. 10, 1969;
8:45 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration
GLAND-O-LAC FUNJOL

Drugs for Veterinary Use; Drug Efficacy Study Implementation

The Food and Drug Administration has evaluated a report received from the

National Academy of Sciences—National Research Council, Drug Efficacy Study Group, on the following preparation: Gland-O-Lac Funjol; contains 3.35 percent N-alkyl (C12, 50 percent; C14, 30 percent; C16, 17 percent; C18, 3 percent) dimethyl 3,4-dichloro-benzyl ammonium chlorides; 25.5 percent isopropyl alcohol; and 205 milligrams of zinc sulfate, 76 milligrams of copper sulfate, 90 milligrams of manganese sulfate, and 96 milligrams of iron sulfate per 100 milliliters; by The Gland-O-Lac Co., 1818 Leavenworth, Omaha, Neb. 68103.

The Academy concluded that this product is not effective as a water sanitizer and mineral supplement for chickens and turkeys. The drug might be toxic at this level, and the data show growth-depressing properties in poultry. There is a lack of substantial evidence that the product will have the effect claimed in its labeling. The Food and Drug Administration concurs with the Academy's evaluation.

Accordingly, the Commissioner of Food and Drugs intends to initiate proceedings to withdraw approval of the new animal drug application for this drug. Prior to initiating such action, however, the Commissioner invites the holders of the new animal drug applications for this drug, and any interested person who may be adversely affected by its removal from the market, to submit any pertinent data bearing on the proposal within 30 days after publication hereof in the FEDERAL REGISTER. Such data should be addressed to the Bureau of Veterinary Medicine, Special Assistant for Drug Efficacy Study Implementation, Food and Drug Administration, 200 C Street SW., Washington, D.C. 20204.

The holder of the new-drug application for the subject drug has been mailed a copy of the NAS-NRC report. Any other interested person may also obtain a copy by writing to the Food and Drug Administration, Press Relations Office, 200 C Street SW., Washington, D.C. 20204.

This notice is issued pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 512, 82 Stat. 343-51; 21 U.S.C. 360b) and under authority delegated to the Commissioner (21 CFR 2.120).

Dated: November 28, 1969.

J. K. KIRK,
Associate Commissioner
for Compliance.

[F.R. Doc. 69-14701; Filed, Dec. 10, 1969;
8:46 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 20993; Order 69-12-29]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Order Regarding Specific Commodity Rates

Issued under delegated authority December 5, 1969.

By Order 69-11-89, dated November 20, 1969, action was deferred, with a view toward eventual approval, on certain resolutions adopted by the International Air

Transport Association (IATA), relating to specific commodity rates. In deferring action on the agreement, 10 days were granted in which interested persons might file petitions in support of or in opposition to the proposed action.

No petitions have been received within the filing period, and the tentative conclusions in Order 69-11-89 will herein be made final.

Accordingly, it is ordered, That:

Agreement CAB 21379, R-1 through R-3, be, and it hereby is, approved: *Provided*, That approval shall not constitute approval of the specific commodity descriptions contained therein for purposes of tariff publication.

This order will be published in the FEDERAL REGISTER.

[SEAL]

MABEL McCART,
Acting Secretary.

[P.R. Doc. 69-14721; Filed, Dec. 10, 1969;
8:47 a.m.]

[Docket No. 18078; Order 69-12-31]

TRANSATLANTIC AND TRANSPACIFIC PRIORITY MAIL AND MILITARY ORDINARY MAIL

Order To Show Cause Regarding Service Mail Rates

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

By petition filed July 11, 1969, as amended August 26, 1969, The Flying Tiger Line, Inc. (FTL), requests that the Board issue an order amending Order 68-9-9, dated September 4, 1968, as amended by Order 69-7-11, dated July 2, 1969, to incorporate within appendix A thereto standard mileages as proposed by FTL and attached to its petition, for computation of mail payment's for Pacific routes which FTL has been authorized to serve.¹

The Postmaster General by petitions filed August 20, 1969, and September 12, 1969, also requests that the Board establish standard mileages, as attached to his petitions, for application to the carriage of mail by FTL between designated points in transpacific operations. The standard mileages proposed by the Postmaster General differ from those proposed by FTL in certain markets.

The disagreement on the standard mileages proposed by FTL and the Postmaster General hinges primarily upon the Seattle to Tokyo segment. FTL requests that the Board establish for its operations the existing standard mileage (4,865 miles) applicable for Northwest

for this segment.² The Postmaster General claims this mileage is inappropriate for FTL since it reflects a weighted average of Northwest's Seattle-Tokyo direct flights and Seattle-Tokyo via Anchorage flights, and that the weighting was necessary because mail is boarded at Anchorage on Northwest's flights. The Postmaster General claims the appropriate mileage for FTL for Seattle-Tokyo mail services is the direct mileage (4,828 miles) between these points because FTL's published flight schedules provide for direct service between Seattle and Tokyo.

A secondary area of disagreement concerns the mileage applicable to Seattle-Okinawa services. The Postmaster General notes that FTL's published flight schedules provide for a traffic stop at Tokyo on flights serving Hong Kong, but no such traffic stop at Tokyo, is provided on flights serving Okinawa en route to Saigon. The Postmaster General thus maintains that the appropriate Seattle-Okinawa mileage for FTL is the direct mileage, pursuant to published schedules. FTL, on the other hand, claims the mileage for this pair of points should reflect operations via Tokyo because it is physically impossible for FTL to provide nonstop cargo service between Seattle and Okinawa. The Postmaster General concedes that Tokyo, as a traffic stop, would influence the mileage on Okinawa and Saigon services from the West Coast.

Northwest and Pan American are opposed to the establishment of standard mileages for FTL which are lower than those currently in effect, on grounds that such action would result in a rate reduction below the levels specified in applicable mail rate orders. They maintain the intent of the standard mileage system is to produce a yield approximately equal to the ton-mile rate contained in the rate orders. Thus, any reduction in the standard mileages without a compensating change in the rate results in a yield lower than the rate established for the services. These carriers differentiate this type of dilution from that resulting from voluntary equalization elections permitted under the rate orders.

By letter dated October 31, 1969, FTL advises that because of problems with regard to approval of technical landings at Tokyo on services to Okinawa and Saigon, it no longer operates the northern Pacific routing for these services. Rather, it routes the aircraft via mid-Pacific points (Honolulu, Wake, and Guam) and serves Okinawa on the return from Saigon.

The Board has tentatively determined that insofar as the Seattle-Tokyo segment is concerned, the direct nonstop mileage (4,828 miles) should be established for FTL's services. We have certificated FTL to provide service from West Coast points to Tokyo and beyond

¹ FTL claims this is fewer miles than are actually flown since it makes an operational stop at either Anchorage or Cold Bay, Alaska, on all flights to Tokyo. FTL alleges that technical stops enable a carrier to increase capacity, reduce costs, and thereby provide more economical services.

in competition with existing services, and FTL has, in fact, inaugurated services to Tokyo and on to Hong Kong. Since FTL has no certificated authority to serve any point in Alaska, the current Northwest mileage, reflecting some Alaska service en route to Tokyo, is inappropriate for FTL. The mileage herein proposed for FTL for Seattle-Tokyo is related directly to the certificated authority implemented by that carrier.

As regards service to Okinawa and Saigon, we have tentatively determined to establish two sets of standard mileages for these services. One set relates directly to the certificated authority as granted in our Order 69-4-90 of April 15, 1969. Under this order, the normal routing for FTL from the West Coast would involve stops at Tokyo en route to Okinawa and Saigon, and the mileages proposed herein (Seattle-Okinawa 5,791 miles and Seattle-Saigon 7,521 miles) reflect service via Tokyo and would apply only when the services are provided via a northern Pacific routing.

We are also proposing a second set of mileages for these markets (Seattle-Okinawa 7,498 miles and Seattle-Saigon 9,066 miles) reflecting services via the mid-Pacific points, Honolulu, Wake and/or Guam. These mileages would apply only when the services are provided on other than a Northern Pacific routing.

One other matter related to standard mileages warrants our attention at this time. With respect to the transportation of military ordinary mail (MOM), a standard mileage was provided for these services between San Francisco, Portland, or Seattle and Tokyo in Order 68-9-8 dated September 4, 1968, as amended by Order 69-7-11 dated July 2, 1969. The standard mileage was provided because the MOM rate order did not contain equalization provisions comparable to that provided for airmail services. However, by Order 69-9-152 dated September 30, 1969, rate equalization provisions were provided with respect to the transportation of military ordinary mail, effective October 10, 1969. Under these circumstances, we propose to delete the standard mileage specified heretofore for MOM services.

Upon consideration of the various petitions here involved, the answers and replies thereto, and other matters officially noticed, the Board proposes to issue an order including the following findings and conclusions:

1. Effective August 12, 1969, Order 68-9-9, as amended by Order 69-7-11, should be amended by adding to page 4 of Appendix A of Order 69-7-11, the standard mileages for FTL which are appended to this order to show cause.³

2. Effective October 10, 1969, Order 68-9-8, as amended by Order 69-7-11, should be amended by deleting that part of the third paragraph of ordering clause 1 of Order 68-9-8, beginning "provided, however."

Accordingly, pursuant to the Federal Aviation Act of 1958 and particularly

³ Filed as part of the original document.

¹ By Order 69-4-90, dated Apr. 15, 1969, and effective May 28, 1969, FTL was awarded a certificate of public convenience and necessity to engage in all-cargo overseas and foreign air transportation over Route 163. By Order 69-8-2, dated Aug. 1, 1969, the service mail rates in effect for U.S. transpacific air carriers were made applicable to this authority. However, standard mileages for FTL, for computing mail ton-miles, were not established therein.

sections 204(a) and 406 thereof, and pursuant to regulations promulgated in 14 CFR Part 302:

It is ordered, That:

1. All interested persons are directed to show cause why the Board should not adopt the foregoing findings and conclusions.

2. Further procedures herein shall be in accordance with 14 CFR Part 302, and notice of objection to the 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.

4. If answer is filed presenting issues for hearing, the issues involved 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. This order shall be served on the Postmaster General, The Flying Tiger Line, Inc., Northwest Airlines, Inc., American Airlines, Inc., Continental Air Lines, Inc., Pan American World Airways, Inc., and Trans World Airlines, Inc.

This order will be published in the Federal Register.

[SEAL]

MABEL McCART,
Acting Secretary.

[P.R. Doc. 69-14722; Filed, Dec. 10, 1969;
8:47 a.m.]

GENERAL SERVICES ADMINISTRATION

[Federal Property Management Regs.,
Temporary Reg. D-19]

SECRETARY OF THE INTERIOR

Delegation of Authority

1. *Purpose.* This regulation delegates authority to the Secretary of the Interior to lease special purpose and related space and land incidental to its use on Wadmalaw Island, S.C.

2. *Effective date.* This regulation is effective immediately.

3. *Expiration date.* This delegation shall expire 5 years from the effective date of the lease of the rented premises, or upon termination of the lease, whichever is earlier.

4. *Delegation.* a. Pursuant to the authority vested in me by the Federal Property and Administrative Services Act of 1949 (63 Stat. 377), as amended, authority is hereby delegated to the Secretary of the Interior to perform all functions in connection with the leasing of special

purpose and related space on Wadmalaw Island, S.C., for use by the Federal Water Pollution Control Administration.

b. This authority shall include authority to contract by lease and authority thereafter to modify and amend said lease, and assign and reassign the space demised, including the operation, maintenance, control, and protection thereof.

c. The Secretary of the Interior may redelegate this authority to any officer, official, or employee of the Department of the Interior.

d. This authority shall be exercised in accordance with the limitations and requirements of the above-cited Act, section 322 of the Economy Act of June 30, 1932 (40 U.S.C. 278a), as amended, and other applicable statutes and regulations.

Dated: December 5, 1969.

ROBERT L. KUNZIG,
Administrator of General Services.

[P.R. Doc. 69-14708; Filed, Dec. 10, 1969;
8:46 a.m.]

SMALL BUSINESS ADMINISTRATION

[Declaration of Disaster Loan Area 741]

COLORADO

Declaration of Disaster Loan Area

Whereas, it has been reported that during the month of May, 1969, because of the effects of certain disasters, damage resulted to residences and business property located in Boulder and Jefferson Counties, Colo.;

Whereas, the Small Business Administration has investigated and has received other reports of investigations of conditions in the areas affected;

GS-081 FIREFIGHTER (GENERAL) ¹
FIREFIGHTER (STRUCTURAL) ¹
FIREFIGHTER (AIRFIELD) ¹
FIRE PROTECTION INSPECTOR ¹
FIRE CHIEF

¹ NOTE: Covers both nonsupervisory and supervisory positions at applicable grade levels.

Geographic coverage: San Francisco and 35-mile radius extended to include Travis Air Force Base near Fairfield. Effective date: First day of the first pay period beginning on or after December 14, 1969.

PER ANNUM RATES

Grade	1 ²	2	3	4	5	6	7	8	9	10
GS-3	\$6,303	\$6,557	\$6,721	\$6,885	\$7,049	\$7,213	\$7,377	\$7,541	\$7,705	\$7,869
GS-4	7,178	7,362	7,546	7,730	7,914	8,098	8,282	8,466	8,650	8,834
GS-5	7,618	7,834	8,050	8,266	8,482	8,698	8,914	9,130	9,346	9,562
GS-6	8,027	8,256	8,485	8,714	8,943	9,172	9,401	9,630	9,859	10,088
GS-7	8,659	8,914	9,169	9,424	9,679	9,934	10,189	10,444	10,699	10,954
GS-8	9,295	9,577	9,859	10,141	10,423	10,705	10,987	11,269	11,551	11,833
GS-9	9,942	10,253	10,564	10,875	11,186	11,497	11,808	12,119	12,430	12,741
GS-10	10,594	10,936	11,278	11,620	11,962	12,304	12,646	12,988	13,330	13,672
GS-11	11,607	11,981	12,355	12,729	13,103	13,477	13,851	14,225	14,599	14,973

² Corresponding statutory rates: GS-3—tenth; GS-4—tenth; GS-5—eighth; GS-6—sixth; GS-7—fifth; GS-8—fourth; GS-9—third; GS-10—second; GS-11—second.

All new employees in the specified occupational levels will be hired at the new minimum rates.

As of the effective date, all agencies will process a pay adjustment to increase the pay of employees on the rolls in the affected occupational levels. An employee who immediately prior to the effective

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such areas constitute a catastrophe within the purview of the Small Business Act, as amended.

Now, therefore, as Acting Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 7(b)(1) of the Small Business Act, as amended, may be received and considered by the office below indicated from persons or firms whose property, situated in the aforesaid counties, and areas adjacent thereto, suffered damage or destruction resulting from floods occurring during the week of May 4, 1969.

OFFICE

Small Business Administration Regional Office, 1961 Stout Street, Denver, Colo. 80202.

2. Applications for disaster loans under the authority of this Declaration will not be accepted subsequent to June 30, 1970.

Dated: December 2, 1969.

W. D. BREWER,
Acting Administrator.

[P.R. Doc. 69-14707; Filed, Dec. 10, 1969;
8:46 a.m.]

CIVIL SERVICE COMMISSION

FIREFIGHTERS, SAN FRANCISCO BAY AREA

Notice of Establishment of Minimum Rates and Rate Ranges

Under authority of 5 U.S.C. 5303 and Executive Order 11073, the Civil Service Commission has established minimum rates and rate ranges for positions of Firefighter, GS-081-3/11 as follows:

date was receiving basic compensation at one of the statutory rates shall receive basic compensation at the corresponding numbered rate authorized by this letter on and after such date. The pay adjustment will not be considered an equivalent increase within the meaning of 5 U.S.C. 5335.

Under the provisions of section 3-2b, Chapter 571, FPM, agencies may pay the travel and transportation expenses to first post of duty, under 5 U.S.C. 5723, of new appointees to positions cited in this FPM Letter.

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,

Executive Assistant to the Commissioners.

[F.R. Doc. 69-14718; Filed, Dec. 10, 1969; 8:45 a.m.]

GS-615 PUBLIC HEALTH NURSE SERIES

Geographic coverage: Washington, D.C., Standard Metropolitan Statistical Area.

Effective date: First day of the first pay period beginning on or after November 30, 1969.

PER ANNUM RATES

Grade	1	2	3	4	5	6	7	8	9	10
GS-5	\$7,824	\$8,030	\$8,236	\$8,442	\$8,648	\$8,854	\$9,060	\$9,266	\$9,472	\$9,678
GS-6	8,027	8,236	8,445	8,654	8,863	9,072	9,281	9,490	9,699	9,908
GS-7	8,404	8,659	8,914	9,169	9,424	9,679	9,934	10,189	10,444	10,699

¹ Corresponding statutory rates: GS-5—ninth; GS-6—sixth; GS-7—fourth.

NOTE: GS-6 rates are included on an interim basis to accommodate the implementation of the new position classification standards for the GS-615 Public Health Nurse Series. Under this new standard, the occupation is designated as a two-grade interval occupation, with grade GS-5 being the entry level for inexperienced workers and grade GS-7 being an intermediate developmental level. It is anticipated that as the new standard becomes fully effective special rates at grade GS-6 will no longer be needed and they will be terminated when appropriate.

All new employees in the specified occupational levels will be hired at the new minimum rate.

As of the effective date, all agencies will process a pay adjustment to increase the pay of employees on the rolls in the affected occupational levels. An employee who immediately prior to the effective date was receiving basic compensation at one of the statutory or special rates shall receive basic compensation at the corresponding numbered rate authorized by this letter on and after such date. The pay adjustment will not be considered an equivalent increase within the meaning of 5 U.S.C. 5335.

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,

Executive Assistant to the Commissioners.

[F.R. Doc. 69-14719; Filed, Dec. 10, 1969; 8:45 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 15735; FCC 69-1330]

OWNERSHIP AND OPERATION OF INITIAL EARTH STATIONS IN THE UNITED STATES

Notice of Inquiry

In the matter of Amendment of Part 25 of the Commission's rules and regulations with respect to ownership and operation

PUBLIC HEALTH NURSE SERIES, WASHINGTON, D.C., STANDARD METROPOLITAN STATISTICAL AREA

Notice of Adjustment of Minimum Rates and Rate Ranges

Under authority of 5 U.S.C. 5303 and Executive Order 11073, the Civil Service Commission has increased the minimum rates and rate ranges for certain nurse positions in the following location:

of initial earth stations in the United States for use in connection with the proposed global commercial communication-satellite system; Docket No. 15735.

1. On December 7, 1966, the Commission adopted its second report and order herein,¹ modifying its prior interim policy² on licensing of earth stations which are used with the global communications satellite system established pursuant to the policy set out in the Communications Satellite Act of 1962. In essence, the modified interim policy provided that such earth stations be jointly licensed to a consortium of carriers consisting of the Communications Satellite Corp. (Comsat), which is a member of the international consortium (INTELSAT) owning and operating the space segment of the global communication satellite system, and carriers who provide overseas communications service to the public in the United States. Under such policy, Comsat has a 50 percent interest in each earth station, and acts as manager of such stations, subject to overall control and guidance on basic policy and investment matters by all joint licensees through a committee known as the Earth Station Ownership Committee (ESOC). The remaining interest in each earth station, residing in carriers other than Comsat, was divided among them in accord with their anticipated use of such stations during the term of the interim policy. The ownership of earth stations is set out below, as follows:

¹ 5 F.C.C. 2d 812.

² First report and order, 38 F.C.C. 1104 (1965).

Company	Quotas for ownership ¹		
	Continental States	Hawaii	Puerto Rico-Virgin Islands
	Percent	Percent	Percent
Comsat	50.0	50.0	50.0
A.T. & T.	28.5		
Hawaiian Telephone		30.0	
ITT-ITT			30.0
ITT	7.0	6.0	11.5
RCA	10.5	11.0	4.0
WUL	4.0	3.0	4.5

¹ The earth stations in the continental United States are located at Andover, Maine, Elam, W. Va., Brewster, Fla., Wash., and Jamesburg, Calif. The Hawaii station is located at Paumotu and the Puerto Rico station at Cayey.

2. Since the issuance of the second report and order, we have authorized the construction of two additional earth stations in the United States. On May 14, 1969, we authorized Comsat to construct an earth station at Talkeetna, Alaska,³ noting in such authorization that Comsat represented it would be willing to share such ownership with appropriate carriers consistent with our interim earth station policy, and specifically reserving authority to modify the authorization to provide for joint licensing in the event that we determined such modification to be in the public interest. More recently, on August 20, 1969, we authorized the construction of an earth station on Guam⁴ to Comsat, RCA Global Communications, Inc., ITT World Communications Inc., and Western Union International, Inc., with each holding ownership shares of 50 percent, 34 percent, 8 percent, and 8 percent, respectively. We specified in that authorization that it was subject to our second report and order and any further orders that may be issued pursuant to the policies enumerated therein, particularly the review of our interim earth station policy.⁵

3. In our second report and order we expressly pointed out the policy therein established was on an interim basis and that we did not believe that we should at that time adopt policies or make permanent allocations of ownership shares in earth stations. In view of this, and to provide necessary time for operating experience, and other pertinent considerations, including the renegotiations of

² Application of Comsat, 17 F.C.C. 2d 640.

³ Application of RCA Global Communications, et al., 18 F.C.C. 2d 1037.

⁴ By letter of Sept. 5, 1969, Comsat advised us and all other parties that certain language appearing at paragraph 19 of our authorization did not reflect a proper estimate for earth station operation and ownership, nor did it reflect its motivation for entering into the agreement with its co-licensees which resolved the then several conflicting applications. We think that this point is covered by our language in such authorization pointing out that "This authorization shall not constitute a precedent nor create any prejudice with regard to any action the Commission may take in connection with the review of its outstanding interim earth station policy contemplated to be undertaken in the latter part of 1969." (See 10th ordering clause.)

arrangements relating to the global communications satellite system, we provided that the interim policy established by the second report and order should remain in effect until the end of 1969, unless sooner revised.

4. Accordingly, we provided that such policy would be reviewed in late 1969 in light of experience gained and then-existing conditions. To this end, we directed that the earth station joint licensees began a review, no later than July 1969, of their operating experience, and submit, no later than October 1969, such views and recommendations as they consider appropriate with respect to our interim policy. The licensees were advised that the subject notice of inquiry, specifying specific points to which filings should be addressed, would be forthcoming. As a consequence, the October filings were withheld. In view of the institution of this proceeding, such views and recommendations may be filed within the periods hereafter set forth.

5. Accordingly, there is instituted herewith, pursuant to our second report and order herein (see paragraphs 31 and 32), section 201(c)(7) of the Communications Satellite Act of 1962, and section 403 of the Communications Act of 1934, an inquiry into the nature of changes that should be made in our earth station licensing policy. (In the meanwhile, we shall continue our present interim policy until the conclusion of this inquiry, unless sooner revised or amended.) Comments in response to such inquiry should be filed by January 31, 1970, and reply comments by February 28, 1970, and should be addressed to the following points:^{*}

(1) The extent to which existing arrangements have advanced or hindered the objectives of the Communications Act and the Communications Satellite Act and promote the public interest in the most efficient and economical international communication services; and

(2) The respect in which existing arrangements should be modified to better advance applicable statutory and desirable public interest objectives, and in this regard the advantages and disadvantages to the public of the Commission's adoption of policies designed to:

(a) Permit monopoly ownership of any or all earth stations by one carrier;

(b) Permit joint ownership of any or all stations;

(c) Encourage competitive applications for each station by existing joint owners or by any other authorized communications common carrier.

6. In answering the foregoing general issues, information should be supplied with respect to the following matters:

(1) The manner in which the earth stations are now operated, including

(a) How policy, capital, procurement, and operating decisions are formulated, approved, and administered,

^{*} Subsequent to review of comments and replies, the Commission may set down for evidentiary hearing or oral argument, or both, any matters raised in this inquiry which it feels can best be treated in the context of such hearing or argument.

(b) Functions of the manager, and

(c) Functions of the other owners.

(2) Use made by each earth station owner as of September 30, 1969 of each earth station, in terms of number of channels leased, the points to which traffic is handled over each channel, and the services provided over each channel.

(3) Estimated number and location of additional earth stations or antennae that may be required in the United States over the next 5 years ending December 31, 1974.

(4) Estimates, in the detail of (2) above, of the use that would be made of each earth station, present and anticipated, by each present owner, as of December 31 of each of the next 5 years ending 1974:

(a) Under existing arrangements,

(b) Under different arrangements as may be proposed and, to the extent that such use differs from that which would occur under the present arrangements, and the reasons for such differences.

(5) Estimates of total use in each of next 5 years of all existing and anticipated earth stations by authorized users (other than present owners), including foreign entities with such totals broken down by points of communication and classes of service.

(6) Effects of present arrangements on:

(a) Capital costs of each station, broken down by major elements,

(b) Operating costs of each station, broken down by major elements, and

(c) Cost per channel.

(7) The extent to, and manner in, which any such costs would be materially different under different arrangements.

(8) The extent to, and manner in, which present arrangements, and any proposed arrangements would

(a) Promote or lessen competition among carriers, including Comsat,

(b) Promote or lessen competition between cable and satellite technologies,

(c) Promote or lessen innovation in communications technology, and

(d) Promote or lessen innovation in communications services.

(9) Comparative effects of present and proposed arrangements on:

(a) Rates charged the public for communications services and the major cost factors entering into the justification for such rates,

(b) Effective coordination and control of stations inter se and with the space segment,

(c) Relations with foreign communications entities and with INTELSAT,

(d) Competition in procurement,

(e) Technical characteristics of each earth station,

(f) Access to earth stations and space segment,

(g) Technical compatibility and interconnection between earth stations and space segment,

(h) Methods of handling traffic, with due regard to distribution or allocation of traffic among different earth stations, particularly if owned by different entities, and

(i) The manner in which charges for earth stations and the space segment are constructed and reflected in tariffs.

7. In the filings herein, all respondents should specifically address themselves to the relative merits of their proposals as against any alternative methods of ownership.

8. In reaching a decision in this matter, the Commission may also take into account any other relevant information before it, in addition to the comments invited by this notice.

9. In accordance with the provisions of § 1.419 of the Commission's rules and regulations, an original and 14 copies of all comments, replies, pleadings, briefs, or other statements filed in this proceeding shall be furnished the Commission.

Adopted: December 3, 1969.

Released: December 8, 1969.

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

[F.R. Doc. 69-14713; Filed, Dec. 10, 1969;
8:47 a.m.]

[Dockets Nos. 17884, 17885; FCC 69R-490]

**BERWICK BROADCASTING CORP.
AND P.A.L. BROADCASTERS, INC.**

**Memorandum Opinion and Order Re-
taining Application in Hearing on
Stated Issues**

In regard applications of Berwick Broadcasting Corp., Berwick, Pa., Docket No. 17784, File No. BPH-5812; P.A.L. Broadcasters, Inc., Pittston, Pa., Docket No. 17885, File No. BPH-5924; for construction permits.

1. This proceeding involves the mutually exclusive applications of Berwick Broadcasting Corp. (Berwick) and P.A.L. Broadcasters, Inc. (P.A.L.), seeking construction permits for an FM broadcast station in Berwick and Pittston, Pa., respectively. It would serve no present purpose to describe the entire history of this somewhat complex proceeding. It will suffice here to note that by memorandum opinion and order (FCC 69R-95, 16 FCC 2d 639, released Feb. 26, 1969), the Board approved a joint agreement submitted by Berwick and P.A.L. on September 26, 1968, except those provisions relating to the reimbursement of the dismissing applicant—Berwick; held consideration of the reimbursement provisions of the agreement in abeyance and requested comments concerning the effect of pending litigation involving Berwick principals on Berwick's eligibility for reimbursement;¹ deleted a "Suburban Community" issue previously specified against P.A.L.; and granted the P.A.L. application. By memorandum opinion and order, FCC 69-1213, -----

¹ The Broadcast Bureau filed comments regarding further procedure on July 31, 1969; reply comments were filed Aug. 8, 1969, by Berwick; and the Broadcast Bureau's response was filed Aug. 21, 1969.

FCC 2d -----, released November 12, 1969, the Commission set aside this action to the extent that the Board deleted the "Suburban Community" issue and granted the P.A.L. application. P.A.L. was ordered to hearing on a modified "Suburban Community" issue.² There remains for consideration by the Review Board the question of the procedure to be followed in determining whether Berwick is eligible for reimbursement; and this question must be considered in light of the recent Commission action retaining the P.A.L. application in hearing status.

2. After considering the various procedural alternatives available, and the public interest considerations involved, the Board has determined that the Berwick application will be retained in hearing status for the sole purpose of determining Berwick's eligibility for reimbursement. Prior to reimbursement Berwick will be required to favorably resolve the character issues already specified against it by the Board (Memorandum Opinion and Order, 12 FCC 2d 175, 12 RR 2d 771 (1968)).³ In addition, issues will be framed to determine whether the court's decision in *Securities and Exchange Commission v. Fifth Avenue Coach Lines, Inc.*, 67 Civ. 482 (S.D. N.Y., 1968)⁴ and/or various pending criminal and civil litigation involving Berwick principals constitute a bar to reimbursement.

3. In the Board's view, this procedure will expedite the consideration and disposition of the P.A.L. application and enable Berwick to demonstrate that it is entitled to reimbursement.⁵ By retaining Berwick in this proceeding on the limited question of reimbursement, the financial issue specified against Berwick, and the areas and population and 307(b) issues would be moot. Furthermore, while the issues specified herein against Berwick will require that consideration of the Berwick reimbursement request be

held in abeyance pending a final determination of all outstanding law suits involving its principals, the P.A.L. application may be considered independently and disposed of prior to the final resolution of the reimbursement question.⁶

4. Accordingly, it is ordered, That the application of Berwick Broadcasting Corp. (BPH-5812), is retained in hearing status for the limited purpose of resolving the following issues:

(1) To determine whether Berwick Broadcasting Corp. submitted complete and accurate information in response to the Commission's application form, FCC 301, and has continued to keep the Commission advised of "substantial and significant changes" as required by § 1.65 of the Commission's rules.

(2) To determine the effect of *Securities and Exchange Commission v. Fifth Avenue Coach Lines, Inc.*, 67 Civ. 482 (S.D. N.Y., 1968) on the eligibility of Berwick Broadcasting Corp. to receive reimbursement.

(3) To determine the effect of the final determination in *Herbert Braasch v. Victor Muscat, et al.*, Index No. 67-3445, filed September 27, 1967, in the U.S. District Court, Southern District of New York; *Edward Lawson, et al. v. Baltimore Paint and Chemical Corporation, et al.*, Index No. 18497, filed July 20, 1967, in the U.S. District Court, District of Maryland; and various indictments returned and civil complaints filed against Roy M. Cohn,⁷ on the eligibility of Berwick Broadcasting Corp. to receive reimbursement.

(4) To determine, in light of the evidence adduced with respect to the foregoing issues, whether approval of the reimbursement provisions of a joint agreement between P.A.L. Broadcasters, Inc., and Berwick Broadcasting Corp., filed September 26, 1968, would be consistent with the public interest.

Adopted: December 4, 1969.

Released: December 5, 1969.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 69-14714; Filed, Dec. 10, 1969;
8:47 a.m.]

²To determine whether the proposal of P.A.L. Broadcasters, Inc., will realistically provide a local transmission facility for its specified station location or for another larger community.

³To determine, in the light of the evidence adduced pursuant to the foregoing issues, whether the application of P.A.L. Broadcasters, Inc., for a construction permit should be granted.

⁴The issues will be modified to determine whether Berwick is eligible for reimbursement, rather than to determine whether Berwick possesses the requisite qualifications to be a Commission licensee.

⁵The Board does not agree with the Bureau's contention that reimbursement should be denied in light of the court's decision in this case. While substantial questions are raised as to the eligibility of Berwick's principals to receive reimbursement, the matter is best resolved through a hearing record.

⁶A somewhat similar procedure was utilized in *Georgia Radio, Inc.*, 19 FCC 2d 779, 17 RR 2d 330 (1969). Therein, the Board approved an agreement; dismissed one application conditioning reimbursement to this applicant on the prior resolution of a fraudulent billing practice issue in another proceeding; and retained the other application in hearing to resolve a Suburban issue.

⁷The Examiner, in his discretion, may choose to consider the P.A.L. application and Berwick's reimbursement consecutively, or sever the two matters, thereby permitting an immediate disposition of the P.A.L. application upon conclusion of the hearing under the "Suburban Community" issue.

⁸Berwick indicates in a statement, filed Aug. 8, 1969, that Roy M. Cohn, a 25 percent stockholder in Berwick was indicted on Nov. 22, 1968 by the U.S. District Court for the Southern District of New York on charges of conspiracy, mail and wire fraud, security violations, and an alleged plot to arrange a \$75,000 bribe to an unnamed State Court official; and that on Jan. 17, 1969, a second indictment was returned by the same court against Mr. Cohn and others not concerned with the Berwick application on charges of conspiracy, bribery, extortion, and blackmail. In addition, the Bureau submits that a press report of May 19, 1969, indicates that a Chicago bank has brought suit against Cohn; and that Cohn is also being sued in Federal Court in Toledo, Ohio, by Defiance Industries.

FEDERAL POWER COMMISSION

[Docket No. R170-726 etc.]

ATLANTIC RICHFIELD CO. ET AL.

Order Providing for Hearing on and Suspension of Proposed Changes in Rates, and Allowing Rate Changes To Become Effective Subject to Refund¹

DECEMBER 4, 1969.

The respondents named herein have filed proposed changes in rates and charges of currently effective rate schedules for sales of natural gas under Commission jurisdiction, as set forth in Appendix A hereof.

The proposed changed rates and charges may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the lawfulness of the proposed changes, and that the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders:

(A) Under the Natural Gas Act, particularly sections 4 and 15, the regulations pertaining thereto (18 CFR Ch. I), and the Commission's rules of practice and procedure, public hearings shall be held concerning the lawfulness of the proposed changes.

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act: *Provided, however*, That the supplements to the rate schedules filed by respondents, as set forth herein, shall become effective subject to refund on the date and in the manner herein prescribed if within 20 days from the date of the issuance of this order respondents shall each execute and file under its above-designated docket number with the Secretary of the Commission its agreement and undertaking to comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder, accompanied by a certificate showing service of copies thereof upon all purchasers under the rate schedule involved. Unless respondents are advised to the contrary within 15 days after the filing of their respective agreements and undertakings, such agreements and undertakings shall be deemed to have been accepted.²

¹ Does not consolidate for hearing or dispose of the several matters herein.

² If an acceptable general undertaking, as provided in Order No. 377, has previously been filed by a producer, then it will not be necessary for that producer to file an agreement and undertaking as provided herein. In such circumstances the producer's proposed increased rate will become effective as of the expiration of the suspension period without any further action by the producer.

(C) Until otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought to be altered, shall be changed until disposition of these proceedings or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8

and 1.37(f)) on or before January 19, 1970.

By the Commission.

[SEAL]

GORDON M. GRANT,
Secretary.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in dockets Nos.
									Rate in effect	Proposed increased rate	
RI70-726..	Atlantic Richfield Co., Post Office Box 2819, Dallas, Tex. 75221.	539	2	Cities Service Gas Co. (Groendyke Area, Barber County, Kans.).	\$3,590	11-12-69	* 12-22-69	* 12-23-69	14.0	* 15.0	
.....do.....	.....do.....	557	1	El Paso Natural Gas Co. (Hugoton Field, Grant and Stanton Counties, Kans.).	200,000	11-10-69	* 1-1-70	* 1-2-70	15.0	* 16.0	
RI70-727..	Mobil Oil Corp., Post Office Box 1774, Houston, Tex. 77001.	459	1	Tennessee Gas Pipeline Co., a division of Tenneco Inc. (Block 79 Field, South Marsh Island Area, Offshore Louisiana).	27,375	11-6-69	* 12-7-69	* 12-8-69	18.5	* 20.0	

* Contract dated after Sept. 28, 1960, the date of issuance of policy statement No. 61-1, and proposed rate does not exceed the initial service ceiling rate of 16 cents per Mcf for Kansas.

* The stated effective date is the effective date requested by Respondent.

* The suspension period is limited to 1 day.

* Periodic rate increase.

* Pressure base is 14.65 p.s.i.a.

* The stated effective date is the first day after expiration of the statutory notice period, or the date of initial delivery, whichever is later.

* Rate increase filed pursuant to ordering paragraph (A) of Opinion No. 546-A.

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

* Base rate for sale of gas well gas for gas sold under contracts dated after Oct. 1, 1968 as established in Opinion No. 546.

* Subject to quality adjustments.

* Initial rate for sale of gas well gas as conditioned by temporary certificate issued Oct. 23, 1969, in Docket No. CI70-316.

[Docket No. RI70-728 etc.]

AUSTRAL OIL CO., INC., ET AL.

Order Providing for Hearing on and Suspension of Proposed Changes in Rates, and Allowing Rate Changes To Become Effective Subject to Refund¹

DECEMBER 3, 1969.

The respondents named herein have filed proposed changes in rates and charges of currently effective rate schedules for sales of natural gas under Commission jurisdiction, as set forth in Appendix A hereof.

The proposed changed rates and charges may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the lawfulness of the proposed changes, and that the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders:

(A) Under the Natural Gas Act, particularly sections 4 and 15, the regulations pertaining thereto (18 CFR ch. I), and the Commission's rules of practice and procedure, public hearings shall be held concerning the lawfulness of the proposed changes.

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act: *Provided, however*, That the supplements to the rate schedules filed by

respondents, as set forth herein, shall become effective subject to refund on the date and in the manner herein prescribed if within 20 days from the date of the issuance of this order respondents shall each execute and file under its above-designated docket number with the Secretary of the Commission its agreement and undertaking to comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder, accompanied by a certificate showing service of copies thereof upon all purchasers under the rate schedule involved. Unless respondents are advised to the contrary within 15 days after the filing of their respective agreements and undertakings, such agreements and undertakings shall be deemed to have been accepted.²

(C) Until otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought to be altered, shall be changed until disposition of these proceedings or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before January 16, 1970.

By the Commission.

[SEAL]

GORDON M. GRANT,
Secretary.

² If an acceptable general undertaking, as provided in Order No. 377, has previously been filed by a producer, then it will not be necessary for that producer to file an agreement and undertaking as provided herein. In such circumstances the producer's proposed increased rate will become effective as of the expiration of the suspension period without any further action by the producer.

[F.R. Doc. 69-14602; Filed, Dec. 10, 1969; 8:45 a.m.]

¹ Does not consolidate for hearing or disposition of the several matters herein.

APPENDIX A

Docket No.	Respondent	Rate scheduled No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Data suspended until	Cents per Mcf ^a		Rate in effect subject to refund in dockets Nos.
									Rate in effect	Proposed increased rate	
R170-728	Anstral Oil Co.	14	3	Natural Gas Pipeline Co. of America		11-3-60	11-3-60	11-4-60	15.0	15.0643	
R170-729	Samedan Oil Corp.	24	3	United Gas Pipe Line Co.		11-3-60	11-3-60	11-4-60	16.0	16.06	
R170-730	Banquette Gas Co., a division of Crestmont Oil & Gas Co.	4	6	do.		11-3-60	11-3-60	11-4-60	15.0	15.0375	
		5	1	do.		11-3-60	11-3-60	11-4-60	15.0	15.0375	
		6	5	do.		11-3-60	11-3-60	11-4-60	16.0	16.04	
R170-731	W. H. Doran, Jr.	4	7	Tennessee Gas Pipeline Co., a division of Tenneco Inc.		11-3-60	11-3-60	11-4-60	15.0	15.06425	
R170-732	Roy R. Gardner	3	1	do.		11-3-60	11-3-60	11-4-60	16.16947	16.22928	
R170-733	Quintans Petroleum Corp., Agent for Estate of H. R. Cullen, deceased.	1	5	do.		11-3-60	11-3-60	11-4-60	14.6	14.0530	
R170-734	Agnes Cullen Arnold, et al.	1	4	Transcontinental Gas Pipe Line Corp.		11-3-60	11-3-60	11-4-60	14.0	14.0525	
R170-735	Skelly Oil Co.	237	1	United Gas Pipe Line Co.		11-3-60	11-3-60	11-4-60	16.0	16.06	
R170-736	James E. Warren	1	1	Banquette Gas Co., a division of Crestmont Oil & Gas Co.		11-3-60	11-3-60	11-4-60	13.0	13.0325	
R170-737	Getty Oil Co.	7	26	Texas Eastern Transmission Corp.		11-3-60	11-3-60	11-4-60	14.1	14.161	
	do.	171	1	United Gas Pipe Line Co.		11-3-60	11-3-60	11-4-60	16.0	16.06	
		168	2	Natural Gas Pipeline Co. of America		11-3-60	11-3-60	11-4-60	17.0	17.03665	
R170-738	H. B. Lively	3	5	Tennessee Gas Pipeline Co., a division of Tenneco Inc.		11-3-60	11-3-60	11-4-60	14.78069	14.83612	
R170-739	Jonnell Gas, Inc.	1	21	do.		11-3-60	11-3-60	11-4-60	14.6	14.64350	
		2	5	do.		11-3-60	11-3-60	11-4-60	15.6	15.64725	
R170-740	H. H. Howell (Operator) et al.	4	4	United Gas Pipe Line Co.		11-3-60	11-3-60	11-4-60	15.192	15.2295	
		2	7	do.		11-3-60	11-3-60	11-4-60	15.192	15.2295	
R170-741	Nafco Oil & Gas Inc. (Operator) et al.	3	14	Tennessee Gas Pipeline Co., a division of Tenneco Inc.		11-3-60	11-3-60	11-4-60	15.0	15.05203	
R170-742	The Superior Oil Co.	88	2	Trunkline Gas Co.		11-6-60	11-6-60	11-7-60	20.0	20.75	
R170-743	Getty Oil Co.	23	17	United Gas Pipe Line Co.		11-3-60	11-3-60	11-4-60	15.0	15.05625	
R170-744	Irene Wrightman Cernadas Trust	1	1	Natural Gas Pipeline Co. of America		11-10-60	11-10-60	11-11-60	16.0	16.06	
R170-745	Rodney Delange (Operator) et al.	3	3	Tennessee Gas Pipeline Co., a division of Tenneco Inc.		11-10-60	11-10-60	11-11-60	16.0	16.06	
R170-746	Skinner Corp. (Operator) et al.	1	4	do.		11-14-60	11-14-60	11-15-60	15.0	15.05625	
		8	7	do.		11-14-60	11-14-60	11-15-60	15.0	15.05625	
		9	7	do.		11-14-60	11-14-60	11-15-60	15.0	15.05625	
R170-747	Mokeen Oil Co. (Operator) et al.	1	3	South Texas Natural Gas Gathering Co.		11-3-60	11-3-60	11-4-60	15.0	15.05625	
R170-748	Mokeen Oil Co. (Operator), Agent et al.	3	1	do.		11-3-60	11-3-60	11-4-60	15.0	15.05625	
R170-749	Mokeen Oil Co., Agent	5	1	Tennessee Gas Pipeline Co., a division of Tenneco Inc.		11-3-60	11-3-60	11-4-60	16.0	16.05325	
R170-750	H. R. Smith (Operator) et al.	8	4	do.		11-3-60	11-3-60	11-4-60	15.0	15.0649	
R170-751	H. R. Smith et al.	9	5	Transcontinental Gas Pipe Line Corp.		11-3-60	11-3-60	11-4-60	15.0	15.05625	
R170-752	Southwestern Oil & Refining Co. (Operator) et al.	5	9	Tennessee Gas Pipeline Co., a division of Tenneco Inc.		11-3-60	11-3-60	11-4-60	15.0	15.0549	
R170-753	Getty Oil Co.	19	25	Transcontinental Gas Pipe Line Corp.		11-3-60	11-3-60	11-4-60	14.0	14.0517	
		51	16	Texas Eastern Transmission Corp.		11-3-60	11-3-60	11-4-60	14.6	14.661	
		55	13	do.		11-3-60	11-3-60	11-4-60	14.6	14.661	
		120	1	Natural Gas Pipeline Co. of America		11-3-60	11-3-60	11-4-60	18.0	18.0675	
R170-754	F. William Carr (Operator) et al.	9	9	Tennessee Gas Pipeline Co., a division of Tenneco Inc.		11-3-60	11-3-60	11-4-60	15.0	15.05342	
		11	11	Texas Eastern Transmission Corp.		11-3-60	11-3-60	11-4-60	15.0	15.06	
D170-755	Sun Oil Co. DX Division	278	1	Panhandle Eastern Pipeline Co.		11-14-60	11-14-60	11-15-60	17.0	17.06375	
		295	2	Natural Gas Pipeline Co. of America		11-14-60	11-14-60	11-15-60	14.5	14.55437	
R170-756	Gulf Oil Corporation	366	4	Transwestern Pipeline Co.		11-14-60	11-14-60	11-15-60	17.0	17.0744	
R170-757	Graham-Michells Drilling Co. (Operator) et al.	82	1	Northern Natural Gas Co.		11-13-60	11-14-60	11-15-60	15.0	15.05625	
R170-758	Gulf Oil Corporation	315	1	Transwestern Pipeline Co.		11-14-60	11-14-60	11-15-60	18.7	18.7818	
		330	2	do.		11-14-60	11-14-60	11-15-60	18.24	18.3128	
		401	4	do.		11-14-60	11-14-60	11-15-60	19.4990	19.5843	
R170-759	Graham-Michells Drilling Co. (Operator) et al.	45	2	do.		11-13-60	11-13-60	11-14-60	17.0	17.0744	
R170-760	Midwest Oil Corp.	43	8	do.		11-17-60	11-17-60	11-18-60	17.0	17.0744	
R170-761	Cabot Corp. (SW)	90	3	El Paso Natural Gas Co.		11-4-60	11-4-60	11-5-60	15.91	15.90966	
R170-762	Jack L. Burrell (Operator) et al.	1	6	Transwestern Pipeline Co.		11-5-60	11-5-60	11-6-60	16.4	16.472	
		2	7	do.		11-5-60	11-5-60	11-6-60	16.4	16.472	
		3	10	El Paso Natural Gas Co.		11-5-60	11-5-60	11-6-60	13.69	13.741	
R170-763	Kewanee Oil Co.	76	2	Natural Gas Pipeline Co. of America		11-5-60	11-5-60	11-6-60	16.40	16.46	

^a Pressure base is 14.65 p.s.i.a.^b Subject to a dehydration deduction of 0.21931 cent per Mcf by buyer.^c Equivalent to a rate of 14.6 cents when a 0.5 cent Mcf allowance for dehydration is added.^d Equivalent to 15 cents when a 0.21931 cent dehydration allowance is added.^e For gas produced from acreage dedicated prior to Sept. 28, 1960.^f For gas produced from acreage dedicated on or after Sept. 28, 1960.^g Subject to a 0.21931 dehydration charge by buyer.^h For gas produced from the Texas State Tract 45-47 Unit only.ⁱ Subject to a 2 cents gathering charge by buyer.^j Subject to 0.21931 dehydration charge by buyer.^k Subject to downward B.T.U. adjustment presently 0.84 cent for 944 B.T.U. gas.^l Less 0.5-cent dehydration and central delivery charge by buyer.

The proposed rate increases herein reflect the 0.5-percent increase in the production tax from 7 percent to 7.5 percent enacted by the State of Texas on September 9, 1969, to be effective as of October 1, 1969. All of the proposed rates herein exceed the applicable area ceiling for the areas involved as announced in the Commission's statement of general policy No. 61-1, as amended (18 CFR 2.56) except for the rate increases filed by the producers in the Permian Basin Area which exceed the just and reasonable rates established by the Commission in Opinion No. 468, as amended, and, except for Warren's sale under its FPC Gas Rate Schedule No. 1 to Banquette. However, such ceiling does not apply to Warren's rate, but only to Banquette's resale rate. Banquette now resells the subject gas under its FPC Gas Rate Schedule No. 6 at an initial rate of 16 cents and has filed for its tax increase, as reported in this appendix, which is being suspended for 1 day. In these circumstances, we believe it is appropriate to also suspend Warren's increase for 1 day.

We believe that it would be in the public interest to waive the statutory notice provided in section 4(d) of the Natural Gas Act. Pursuant to Commission's Order No. 390 issued October 10, 1969, the producers' proposed rate increases from underlying firm rates are suspended for 1 day from the date of filing since the filings involved here were made after October 31, 1969.

[F.R. Doc. 69-14603; Filed, Dec. 10, 1969; 8:45 a.m.]

[Docket No. RI70-766 etc.]

AZTEC OIL & GAS CO. ET AL.

Order Providing for Hearings on and Suspension of Proposed Changes in Rates¹

DECEMBER 3, 1969.

The respondents named herein have filed proposed increased rates and charges of currently effective rate schedules for sales of natural gas under Commission jurisdiction, as set forth in Appendix A hereof.

The proposed changed rates and charges may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the lawfulness of the proposed changes, and that the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders:

(A) Under the Natural Gas Act, particularly sections 4 and 15, the regula-

tions pertaining thereto (18 CFR ch. I), and the Commission's rules of practice and procedure, public hearings shall be held concerning the lawfulness of the proposed changes.

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act.

(C) Until otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought to be altered, shall be changed until disposition of these proceedings or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before January 16, 1970.

By the Commission.

[SEAL]

GORDON M. GRANT,
Secretary.

¹ Does not consolidate for hearing or disposition of the several matters herein.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in dockets Nos.
									Rate in effect	Proposed increased rate	
RI70-766	Aztec Oil & Gas Co. (Operator), et al., 2000 First National Bank Bldg., Dallas, Tex. 75202.	9	11	El Paso Natural Gas Co. (Aneth Field, San Juan County, Utah) (Aneth Area).	\$10,848	11-3-69	*12-4-69	5-4-70	17.7	**22.22	
RI70-767	Belco Petroleum Corp., 630 Third Ave., New York, N.Y. 10017.	1	*32	El Paso Natural Gas Co. (Big Piney Field, Sublette and Lincoln Counties, Wyo.).	39,000	11-3-69	*12-4-69	5-4-70	*16.0	**17.0	RI62-13.
	do.				8,000				*17.0	**18.0	RI62-13.
	do.				16,169				**16.384	**18.0	RI62-13.
	do.	2	*20	do.	39,000	11-3-69	*12-4-69	5-4-70	*16.0	**17.0	RI62-13.
	do.				8,000				*17.0	**18.0	RI62-13.
	do.				16,169				**16.384	**18.0	RI62-13.
	do.	3	*18	El Paso Natural Gas Co. (Big Piney and Piney Fields, Sublette and Lincoln Counties, Wyo.).	14,000	11-3-69	*12-4-69	5-4-70	*15.0	**16.0	RI62-37.
	do.				90,000				*17.0	**18.0	RI62-37.
	do.				19,500				*18.0	**18.0	RI62-37.
	do.				26,000				*16.384	**18.0	RI62-37.
	do.	4	4	Mountain Fuel Supply Co. (Big Piney Field, Sublette and Lincoln Counties, Wyo.).	3,500	11-3-69	*12-4-69	5-4-70	16.0	**17.0	RI64-683.
	do.	5	6	El Paso Natural Gas Co. (Big Piney Field, Sublette and Lincoln Counties, Wyo.).	10,200	11-3-69	*12-4-69	5-4-70	16.384	**20.5	RI63-401.
	do.	6	12	do.	305,092	11-3-69	*12-4-69	5-4-70	**15.384	**20.5	RI63-401.
	do.								16.384		
	do.	8	1	Kansas-Nebraska Natural Gas Co. (Shawnee-Flat Top Field, Converse County, Wyo.).	1,200	11-3-69	*12-4-69	5-4-70	*15.0	**16.0	
	do.	11	15	El Paso Natural Gas Co. (Piney Field, Sublette and Lincoln Counties, Wyo.).	7,674	11-3-69	*12-4-69	5-4-70	**16.384	**20.5	
	do.	12	2	El Paso Natural Gas Co. (Basin Pool Field, San Juan County, N. Mex.) (San Juan Basin Area).	8,000	11-3-69	*12-4-69	5-4-70	**13.0	**14.0	
	do.	13	14	El Paso Natural Gas Co. (Big Piney Field, Sublette and Lincoln Counties, Wyo.).	750	11-3-69	*12-4-69	5-4-70	**15.0	**18.0	
RI70-768	Belco Petroleum Corp. (Operator).	7	8	Mountain Fuel Supply Co. (Piney Field, Sublette and Lincoln Counties, Wyo.).	7,000	11-3-69	*12-4-69	5-4-70	16.0	**17.0	RI64-682.
RI70-369	Chevron Oil Co., Western Division, Post Office Box 599, Denver, Colo. 80201.	5	1 to 2	Montana-Dakota Utilities Company (Muddy Ridge Field, Fremont County, Wyoming).	5,523	11-4-69	**5-4-70	**Accepted	**16.384	**16.548	
	do.	6	1 to 2	Kansas-Nebraska Natural Gas Company, Inc. (Lost Cabin and Waltman Fields, Fremont and Natrona Counties, Wyoming).	40,762	11-4-69	**4-1-70	**Accepted	**16.0	**16.16	
RI70-769	Cities Service Oil Co. et al., Post Office Box 300, Tulsa, Okla. 74102.	281	3	United Fuel Gas Company (Wyoming and McDowell Counties, West Virginia).	7,250	11-3-69	*12-4-69	5-4-70	28.0	**28.5	

See footnotes at end of table.

APPENDIX A—Continued

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in dockets Nos.
									Rate in effect	Proposed increased rate	
RI70-776...	Dorchester Gas Producing Co., Post Office Box 750, Amarillo, Tex. 79105.	29	2	Natural Gas Pipeline Company of America ¹ (Harrington Field, Texas County, Oklahoma) (Panhandle Area).	\$30,000	11-7-69	12-8-69	Accepted 5-8-70	0.75	1.0	
RI70-771...	Sun Oil Co., Post Office Box 2880, Dallas, Tex. 75221.	18	14	United Gas Pipe Line Company (Carthage Field, Panola County, Texas) (R. R. District No. 6).	695	11-3-69	12-4-69	Accepted 5-8-70	11.9298	14.0346	

¹ The stated effective date is the effective date requested by respondent.

² Periodic rate increase.

³ Pressure base in 15.025 p.s.i.a.

⁴ The stated effective date is the first day after expiration of the statutory notice.

⁵ Not applicable to gas sold under the terms of the agreement dated Feb. 19, 1963.

⁶ Applicable to gas delivered between 500 and 860 p.s.i.g.

⁷ Applicable to high pressure gas (860 p.s.i.g. and above).

⁸ Applicable to acreage added by agreement dated Sept. 28, 1960 (Supplement No. 21).

⁹ Applicable to acreage added by agreement dated Sept. 28, 1960 (Supplement No. 10).

¹⁰ Not applicable to gas sold under agreement dated Apr. 4, 1963.

¹¹ Applicable to gas delivered between 175 and 500 p.s.i.g.

¹² Applicable to acreage added by Supplements Nos. 9, 10, and 11.

¹³ Initial rate.

¹⁴ Date of termination of suspension period in Docket No. RI70-309.

¹⁵ Accepted for filing subject to the rate suspension proceeding in Docket No. RI70-309.

¹⁶ Tax reimbursement increase.

¹⁷ Rate increase to 16.384 cents per Mcf, suspended in Docket No. RI70-309 until May 4, 1970.

¹⁸ Rate increase to 16 cents per Mcf, suspended in Docket No. RI70-309 until Apr. 1, 1970.

¹⁹ Reflects addition of contractually provided for charge for gathering gas.

²⁰ Pressure base is 15.325 p.s.i.a.

²¹ Rate Schedule covers only gathering service.

²² Dorchester gathers the gas which is sold to Natural at the wellhead by several producers at rates ranging from 17 cents to 17.289 cents, some of which are effective subject to refund.

²³ Contract amendment dated May 1, 1969, which provides the basis for rate increase.

²⁴ Renegotiated rate increase.

²⁵ Pressure base is 14.65 p.s.i.a.

²⁶ Contract amendment dated Oct. 7, 1969, which provides the basis for rate increase.

Belco Petroleum Corp. (Belco) request waiver of the statutory notice to permit an effective date of November 3, 1969, for its proposed rate increases. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit an earlier effective date for Belco's rate filings and such request is denied.

The proposed periodic rate increase filed by Aztec Oil & Gas Co. (Operator) et al. (Aztec), is for a sale to El Paso Natural Gas Co. from the Aneth Area of Utah where no formal guideline prices have been announced by the Commission for the Aneth Area. Since the proposed rate is equal to rates now under suspension, we conclude that Aztec's rate increase should be suspended for 5 months from December 4, 1969, the proposed effective date.

Concurrently with the filing of their rate increases, Dorchester Gas Producing Co. (Dorchester) and Sun Oil Co. (Sun) submitted contract amendments, designated as Supplement No. 2 to Dorchester's FPC Gas Rate Schedule No. 9, and Supplement No. 14 to Sun's FPC Gas Rate Schedule No. 18, which provide the basis for their proposed rate increases. We believe that it would be in the public interest to accept for filing Dorchester and Sun's contract amendments to become effective as of December 8, 1969 (Dorchester), and December 4, 1969 (Sun), but not the proposed rates contained therein which are suspended as ordered herein.

All of the producers' proposed increased rates and charges exceed the applicable area price levels for increased rates as set forth in the Commission's statement of general policy No. 61-1, as amended (18 CFR 2.56) with the exception of the rate increase filed by Aztec in the Aneth Area where no formal guideline prices have been announced by the Commission.²⁶

[F.R. Doc. 69-14625; Filed, Dec. 10, 1969; 8:45 a.m.]

²⁶ Dorchester's Rate Schedule No. 9 covers only gathering service and Dorchester has proposed to increase its charge to 1 cent per Mcf. The total cost of the gas delivered to Natural, inclusive of Dorchester's proposed gathering charge, does exceed the applicable area increased rate ceiling.

[Docket No. RI70-764, etc.]

CHEVRON OIL CO. ET AL.

Order Providing for Hearing on and Suspension of Proposed Changes in Rates, and Allowing Rate Changes To Become Effective Subject to Refund¹

DECEMBER 3, 1969.

The respondents named herein have filed proposed changes in rates and charges of currently effective rate schedules for sales of natural gas under Commission jurisdiction, as set forth in Appendix A hereof.

The proposed changed rates and charges may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the lawfulness of the proposed changes, and that the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders:

(A) Under the Natural Gas Act, particularly sections 4 and 15, the regulations pertaining thereto (18 CFR ch. I), and the Commission's rules of practice and procedure, public hearings shall be held concerning the lawfulness of the proposed changes.

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act: *Provided, however*, That the supplements to the rate schedules filed by

¹ Does not consolidate for hearing or dispose of the several matters herein.

respondents, as set forth herein, shall become effective subject to refund on the date and in the manner herein prescribed if within 20 days from the date of the issuance of this order respondents shall each execute and file under its above-designated docket number with the Secretary of the Commission its agreement and undertaking to comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder, accompanied by a certificate showing service of copies thereof upon all purchasers under the rate schedule involved. Unless respondents are advised to the contrary within 15 days after the filing of their respective agreements and undertakings, such agreements and undertakings shall be deemed to have been accepted.²

(C) Until otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought to be altered, shall be changed until disposition of these proceedings or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before January 16, 1970.

By the Commission.

[SEAL]

GORDON M. GRANT,
Secretary.

² If an acceptable general undertaking, as provided in Order No. 377, has previously been filed by a producer, then it will not be necessary for that producer to file an agreement and undertaking as provided herein. In such circumstances the producer's proposed increased rate will become effective as of the expiration of the suspension period without any further action by the producer.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in dockets Nos.
									Rate in effect	Proposed increased rate	
R170-764..	Chevron Oil Co., Western Division, Post Office Box 590, Denver, Colo. 80201.	3	8	Mountain Fuel Supply Co. (Birch Creek Area, Sublette County, Wyo.).	\$3,941	11-4-69	* 11-4-69	* 11-5-69	17.0	** 17.17	R169-437.
R170-765..	Cities Service Oil Co., Post Office Box 300, Tulsa, Okla. 74102.	291	3	United Fuel Gas Co. (Pike County, Ky.).	170	11-3-69	* 1-1-70	* 1-2-70	26.0	** 28.0	
.....do.....	.....do.....	292	2	.....do.....	860	11-3-69	* 12-4-69	* 12-5-69	26.0	** 27.5	

* The stated effective date is the effective date requested by Respondent, with waiver of notice granted.

* The suspension period is limited to 1 day.

* Tax reimbursement increase.

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

* The stated effective date is the effective date requested by Respondent.

* Reflects addition of contractually provided for charge for gathering gas.

* Pressure base is 15.325 p.s.i.a.

Cities Service Oil Co. (Cities) proposes increased rates of 28 cents and 27.5 cents per Mcf, inclusive of gathering charges paid by the buyer, for sales of gas in Eastern Kentucky. The proposed rates exceed the informal increased rate ceiling of 21 cents per Mcf for Eastern Kentucky, but are equal to and below the area rate proposed in the notice of proposed rulemaking issued October 16, 1969, in Docket No. R-371. Consistent with prior Commission action taken on similar rate increases in Eastern Kentucky, we conclude that Cities' proposed rate increases should be suspended for 1 day from January 1, 1970 (Supplement No. 3 to Cities' FPC Gas Rate Schedule No. 291), and December 4, 1969 (Supplement No. 2 to Cities' FPC Gas Rate Schedule No. 292), the proposed effective dates.

Chevron Oil Co., Western Division's (Chevron) proposed rate increase reflects partial reimbursement of a severance tax recently enacted by the State of Wyoming. The proposed rate increase reflects a double amount of the contractually entitled tax reimbursement to provide for reimbursement of taxes applicable to future production as well as reimbursement for taxes applicable to past production back to January 1, 1968. Chevron requests waiver of the statutory notice to permit an effective date of November 4, 1969, for its rate filing. Since Chevron's rate increase contains tax reimbursement we conclude that it should be suspended for 1 day from November 4, 1969, the requested effective date, with waiver of notice granted.

After the amounts of tax reimbursement applicable to past production have been recovered, Chevron shall file an appropriate rate decrease under its FPC Gas Rate Sched-

ule No. 3 to reduce the rate proposed herein so as to provide for tax reimbursement for future production only. Chevron will also be required to refund any reimbursement relating to the Wyoming tax collected in this proceeding in the event the tax is for any reason held invalid upon judicial review.

[F.R. Doc. 69-14605; Filed, Dec. 10, 1969; 8:45 a.m.]

[Docket No. R170-709 etc.]

GULF OIL CORP. ET AL.

Order Providing for Hearings on and Suspension of Proposed Changes in Rates¹

DECEMBER 3, 1969.

The respondents named herein have filed proposed increased rates and charges of currently effective rate schedules for sales of natural gas under Commission jurisdiction, as set forth in Appendix A hereof.

The proposed changed rates and charges may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the lawfulness of the proposed changes, and that the supplements herein be suspended and their use be deferred as ordered below.

ness of the proposed changes, and that the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders:

(A) Under the Natural Gas Act, particularly sections 4 and 15, the regulations pertaining thereto (18 CFR Ch. I), and the Commission's rules of practice and procedure, public hearings shall be held concerning the lawfulness of the proposed changes.

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act.

(C) Until otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought to be altered, shall be changed until disposition of these proceedings or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before January 19, 1970.

By the Commission.

[SEAL]

GORDON M. GRANT,
Secretary.

¹ Does not consolidate for hearing or disposition of the several matters herein.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in dockets Nos.
									Rate in effect	Proposed increased rate	
R170-709..	Gulf Oil Corp. (Operator) et al., Tulsa, Okla. 74102.	341	3	Lone Star Gas Co. (Knorr Field, Grady and Stephens Counties, Okla.).	\$590	11-5-69	* 12-6-69	5-6-70	16.8	** 19.0	
.....do.....	.....do.....	177	4	.....do.....	1,310	11-5-69	* 12-6-69	5-6-70	18.0	** 19.0	R168-667.
R170-710..	Cities Service Co. (Operator) et al., Post Office Box 300, Tulsa, Okla. 74102.	8	16	United Gas Pipe Line Co. (Carthage Field, Panola County, Tex.) (RR. District No. 6).	15,253	11-3-69	* 12-4-69	Accepted	12.9451	** 14.0346	
.....do.....	.....do.....	12	12	.....do.....	3,157	11-6-69	* 12-7-69	Accepted	11.9298	** 14.0346	
R170-711..	Sun Oil Co., Post Office Box 3383, Tulsa, Okla. 74101.	222	4	Arkansas Louisiana Gas Co. (Peno Field, Le Flore, Sequoyah, and Haskell Counties, Okla.) (Oklahoma "Other" Area).	12,532	11-3-69	* 1-1-70	6-1-70	14.515	** 15.515	
.....do.....	.....do.....	238	6	Cities Service Gas Co. (Northeast Florence Field, Grant County, Okla.) (Oklahoma "Other" Area).	60	11-5-69	* 1-1-70	6-1-70	14.0	** 15.0	R165-431.
.....do.....	.....do.....	178	3	West Texas Gathering Co. (Emperor Field, Winkler County, Tex.) (RR. District No. 8) (Permian Basin Area).	120	11-12-69	* 1-1-70	6-1-70	16.06	** 17.0638	

See footnotes at end of table.

APPENDIX A—Continued

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in dockets Nos.
									Rate in effect	Proposed increased rate	
R170-712..	Sunset International Petroleum Corp., 2400 Fidelity Union Tower Bldg., Dallas, Tex. 75201.	20	12	Transwestern Pipeline Co. (Hansford and Ochiltree Counties, Tex.) (R.R. District No. 10).	\$333	11-7-69	12-8-69	5-8-70	19.5731	20.0975	
R170-713..	Blake Hamman (Operator) et al., 708 Continental Life Bldg., Fort Worth, Tex. 76102.	1	4	Natural Gas Pipeline Co. of America (Boonsville Bend, Conglomerate Field, Jack, Parker and Wise Counties, Tex.) (R.R. Districts Nos. 9 and 7-B).	4,783	10-31-69	12-27-69	5-27-70	16.432	17.459	R167-322.
R170-714..	Triton Oil & Gas Corp., 2310 Republic National Bank Tower, Dallas, Tex. 75201.	4	3	Panhandle Eastern Pipe Line Co. (Valley Center West Field, Dewey County, Okla.) (Oklahoma "Other" Area).	1,659	11-4-69	12-5-69	5-5-70	15.287	18.359	
R170-723..	Mobil Oil Corp. (Operator) et al., Post Office Box 1774, Houston, Tex. 77001.	418	1-4	Texas Eastern Transmission Corp. (Greenwood-Waskom Field, Cuddo Parish, La.) (North Louisiana).	2,610	11-3-69	11-4-1-70	Accepted	(9)	18.05	R168-660.
R170-715..	Midwest Oil Corp., 1700 Broadway, Denver, Colo. 80202.	19	3	Michigan Wisconsin Pipe Line Co. (Harper County, Okla.) (Panhandle Area).	3,238	11-5-69	12-6-69	5-6-70	19.5	22.0	R165-201.
R170-716..	Texaco, Inc., Post Office Box 2429, Tulsa, Okla. 74102.	123	7	Lone Star Gas Co. (Garvin County Plants, Garvin and McClain Counties, Okla.) (Oklahoma "Other" Area).	44,000	11-5-69	12-6-69	5-6-70	17.9	19.0	R169-16.
R170-717..	Mobil Oil Corp., Post Office Box 1774, Houston, Tex. 77001.	192	3	Texas Gas Transmission Corp. (Cartersville Field, Bossier and Webster Parishes, La.) (North Louisiana Area).	723 (9)	11-5-69	12-6-69	5-6-70	18.25 17.375	19.75 18.875	R165-201.
R170-718..	Mobil Oil Corp. (Operator) et al., Post Office Box 1774, Houston, Tex. 77001.	237	6	Texas Gas Transmission Corp. (Cathoun Field, Ouchita Parish, La.) (North Louisiana).	684	11-5-69	12-6-69	5-5-70	18.75	20.25	
R170-719..	Cities Service Oil Co., Post Office Box 300, Tulsa, Okla. 74102.	29	4	Natural Gas Pipeline Co. of America (Caledonia Field, Rusk County, Tex.) (R.R. District No. 6).	3	11-3-69	12-4-69	5-4-70	14.0	14.1	
R170-720..	Atlantic Richfield Co., Post Office Box 2819, Dallas, Tex. 75221.	425	3	Michigan Wisconsin Pipe Line Co. (Laverne Field, Beaver County, Okla.) (Panhandle Area).	604	11-10-69	12-30-69	5-30-70	19.5	22.015	R166-165.
.....do.....	.....do.....	357	5	Cities Service Gas Co. (Hardtner and Early Fields, Barber County, Kans.).	9,540	11-10-69	12-23-69	5-23-70	14.0	15.0	R166-93.
.....do.....	.....do.....	397	6	Cities Service Gas Co. (East Round Hill et al. Fields, Grant and Alfalfa Counties, Okla.) (Oklahoma "Other" Area).	3,490	11-10-69	1-1-70	6-1-70	14.0	15.0	R166-86.
.....do.....	.....do.....	273	4	Panhandle Eastern Pipe Line Co. (Northwest Midwell Field, Cimarron County, Okla.) (Panhandle Area).	2,223 81	11-12-69 11-12-69	1-1-70 1-1-70	6-1-70 6-1-70	17.9 14.0	18.01 15.01	
R170-712..	Atlantic Richfield Co. (Operator) et al.	555	2	Lone Star Gas Co. (Nellie District North, Stephens County, Okla.) (Oklahoma "Other" Area).	141	11-10-69	1-1-70	6-1-70	15.0	16.01	
.....do.....	.....do.....	169	5	Cities Service Gas Co. (Southeast Eureka Field, Grant and Alfalfa Counties, Okla.) (Oklahoma "Other" Area).	2,740	11-12-69	1-1-70	6-1-70	14.0	15.0	R166-91.
.....do.....	.....do.....	272	4	Arkansas Louisiana Gas Co. (West Vixen Field, Caldwell Parish, La.) (North Louisiana Area).	3,900	11-12-69	1-1-70	6-1-70	17.0	18.0	
R170-722..	Gerry Oil Co., Post Office Box 1404, Houston, Tex. 77001.	95	6	United Gas Pipe Line Co. (North LaWard Field, Jackson County, Tex.) (R.R. District No. 2).	609	11-5-69	12-6-69	5-6-70	15.1792	16.04	R164-721.
R170-723..	General American Oil Co. of Texas (Operator) et al., Meadows Bldg., Dallas, Tex. 75206.	18	12	Texas Eastern Transmission Corp. (Arueckeville Field, De Witt County, Tex.) (R.R. District No. 2).	4,265	11-10-69	12-11-69	5-11-70	14.4355	14.9433	R163-318.
.....do.....	.....do.....	84	9	Tennessee Gas Pipeline Co., a division of Tenneco Inc. (Northeast Loma Novia Field, Duval County, Tex.) (R.R. District No. 4).	7,638	11-10-69	12-11-69	5-11-70	18.0675	19.31563	R165-584.
R170-724..	Sun Oil Co., DX Division, 907 South Detroit Ave., Tulsa, Okla. 74120.	64	13	El Paso Natural Gas Co. (Monument Field, Lea County, N. Mex.) (Permian Basin Area).	4,961	11-6-69	12-7-69	5-7-70	16.8793	17.9023	R169-752.
.....do.....	.....do.....	101	10	El Paso Natural Gas Co. (Blaine and Tubbs Fields, Lea County, N. Mex.) (Permian Basin Area).	4,569	11-6-69	12-7-69	5-7-70	16.8793	17.9023	R169-752.

See footnotes at end of table.

APPENDIX A—Continued

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in dockets Nos.
									Rate in effect	Proposed increased rate	
RI70-725..	Pecos Growers Oil Co., 1001 Americana Bldg., Houston, Tex. 77002.	2	3	El Paso Natural Gas Co. (Ramsey Plant, Reeves and Culberson Counties, Tex.) (RR. District No. 8) (Permian Basin Area).	\$10,800	11- 4-69	12- 5-69	5- 5-70	16.50	** 17.50	

¹ Footnote 2 not used.

² The stated effective date is the effective date requested by Respondent.

³ Two-step periodic rate increase.

⁴ Pressure base is 14.65 p.s.i.a.

⁵ Periodic rate increase.

⁶ Contract amendment dated Oct. 10, 1969, which provides for increased rate.

⁷ Renegotiated rate increase.

⁸ Contract amendment dated Oct. 10, 1969, which provides for increased rate.

⁹ Amends notice of change from 15.75 cents to 16.3 cents designated as Supplement No. 4 which did not include tax reimbursement on proposed rate. Supplement No. 4 is currently suspended in Docket No. RI70-323 until Apr. 1, 1970.

¹⁰ The stated effective date is the end of the suspension period in Docket No. RI70-323.

¹¹ "Fractured" rate increase. Contractually due a base rate of 16.3070 cents plus 1.75 cents tax reimbursement for a total rate of 18.057 cents.

¹² Pressure base is 15.025 p.s.i.a.

¹³ Includes 1.75 cents tax reimbursement.

¹⁴ The stated effective date is the first day after expiration of the statutory notice.

¹⁵ Subject to upward and downward B.t.u. adjustment.

¹⁶ High pressure gas.

¹⁷ Low pressure gas.

¹⁸ No current production.

¹⁹ Subject to a downward B.t.u. adjustment.

²⁰ Applicable only to the Crowe Well in sec. 1, T. 10 N., R. 26 E.

²¹ Applicable to all acreage other than the Crowe Well.

²² Includes a 0.75-cent dehydration charge deducted by seller.

²³ Respondent filing from initial certificated rate to first periodic increase plus tax reimbursement.

²⁴ Includes 1.75-cents tax reimbursement.

²⁵ Buyer deducts 0.75 cents from rate shown for dehydration.

²⁶ Applicable to gas-well gas.

²⁷ Applicable to casinghead gas.

²⁸ Subject to a 1.50 Compression charge deducted by buyer when applicable.

²⁹ Includes 1.5 cents per Mcf tax reimbursement.

³⁰ "Fractured" rate increase. Contractually due a base rate of 15.75 cents per Mcf.

³¹ Includes the recent Texas tax increase.

³² Accepted subject to the rate suspension proceeding in Docket No. RI70-323.

Triton Oil & Gas Co. (Triton) requests that its proposed rate increase be permitted to become effective as of October 1, 1969, and Texaco Inc. (Texaco), requests an effective date of November 5, 1969, for its proposed rate increase. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit earlier effective dates for Triton and Texaco's rate filings and such requests are denied.

Mobil Oil Corp. (Operator) et al. (Mobil), previously filed a rate increase under its FPC Gas Rate Schedule No. 418 from 15.75 cents to 16.3 cents per Mcf. Such increase was suspended in Docket No. RI70-323 until April 1, 1970. Due to an oversight Mobil did not include its contractually due Louisiana tax reimbursement in its previous filing. Mobil now proposes to increase its suspended rate to 18.05 cents to include such tax reimbursement. Consistent with prior Commission action taken on similar filings of this type, we conclude that Mobil's instant increase should be accepted for filing subject to the existing suspension proceeding in Docket No. RI70-323.

Concurrently with the filing of its rate increases, Cities Service Co. (Operator) et al., filed two Letter Agreements dated October 10, 1969, designated as Supplement Nos. 16 and 12 to Cities' FPC Gas Rate Schedule Nos. 8 and 12, respectively, which provide the basis for its proposed rate increases. We believe that it would be in the public interest to accept for filing Cities' letter agreements to become effective as of December 4, 1969 (Supplement No. 16 to Cities' FPC Gas Rate Schedule No. 8) and December 7, 1969 (Supplement No. 12 to Cities' FPC Gas Rate Schedule No. 12), the proposed effective dates; but not the proposed rates contained therein which are suspended as hereinafter ordered.

All of the producers' proposed increased rates and charges exceed the applicable area price levels for increased rates as set forth in the Commission's statement of general policy No. 61-1, as amended (18 CFR 2.56) with the exception of the rate increases filed by the producers in the Permian Basin Area which exceed the just and reasonable rates established by the Commission in Opinion No. 468, and should be suspended for 5 months as ordered herein.

[F.R. Doc. 69-14606; Filed, Dec. 10, 1969; 8:45 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice No. 1358]

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

DECEMBER 5, 1969.

The following applications are governed by Special Rule 247¹ of the Commission's general rules of practice (49 CFR 1100.247 as amended), published in the FEDERAL REGISTER issue of April 20, 1966, effective May 20, 1966. These rules provide, among other things, that a protest to the granting of an application must be filed with the Commission within 30 days after date of notice of filing of the application is published in the FEDERAL REGISTER. Failure seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. A protest under these rules should comply with section 247(d)(3) of the rules of practice which requires that it set forth specifically the grounds upon which it is made, contained 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

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

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 section 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.

No. MC 531 (Sub-No. 263), filed November 12, 1969. Applicant: YOUNGER BROTHERS, INC., 4904 Griggs Road, Post Office Box 14048, Houston, Tex. 77021. Applicant's representative: Wray E. Hughes (same address as applicant).

Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wine and fruit juice*, in bulk, in tank vehicles, from points in Missouri to points in New York. **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 Houston, Tex.

No. MC 1759 (Sub-No. 25), filed November 10, 1969. Applicant: FROELICH TRANSPORTATION CO., INC., 31 Victory Street, Stamford, Conn. Applicant's representative: Reubin Kaminsky, 342 North Main Street, West Hartford, Conn. 06117. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Tomato juice and tomato juice cocktails*, in containers, in cartons, from Greenwich, Conn., to points in Erie, Monroe, and Onondaga Counties, N.Y., and *refused and rejected shipments* of the above named commodities from the above named points of destination to the above named point of origin, 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 Hartford, Conn., or New York, N.Y.

No. MC 2754 (Sub-No. 16), filed November 10, 1969. Applicant: NEUENDORF TRANSPORTATION CO., a corporation, 121 South Stoughton Road, Madison, Wis. 53701. Applicant's representative: Robert E. Bryant (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building paving and roofing materials*, from Wilmington, Ill., to points in Wisconsin. **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 Madison, Wis.

No. MC 2860 (Sub-No. 66), filed November 5, 1969. Applicant: NATIONAL FREIGHT, INC., 57 West Park Avenue, Vineland, N.J. 08360. Applicant's representative: Alvin Altman, 1776 Broadway, New York, N.Y. 10019. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, requiring refrigeration, from Chicago, Ill., to points in Alabama, California, Connecticut, Delaware, Florida, Georgia, Maryland, Massachusetts, Michigan, Mississippi, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Utah, Virginia, and the District of Columbia. **NOTE:** Applicant states that the requested authority can be tacked with its existing authority, but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. Common control may be involved. If a hearing is deemed necessary, applicant

requests it be held at New York, N.Y.; Philadelphia, Pa.; or Washington, D.C.

No. MC 3468 (Sub-No. 157), filed November 12, 1969. Applicant: F. J. BOUTELL DRIVEAWAY CO., INC., 705 South Dort Highway, Flint, Mich. 48501. Applicant's representative: Harry C. Ames, Jr., Suite 705, 666 11th Street NW., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New automobiles* via truckaway service, from Flint, Mich., to points in Indiana. **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 Detroit, Mich., or Washington, D.C.

No. MC 5429 (Sub-No. 22), filed October 31, 1969. Applicant: LYON VAN LINES, INC., 3416 South La Cienega Boulevard, Los Angeles, Calif. 90014. Applicant's representatives: Wyman C. Knapp and Warren N. Grossman, 825 City National Bank Building, 606 South Olive Street, Los Angeles, Calif. 90014. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, between points in the United States (except Alaska and Hawaii). **NOTE:** Common control may be involved. Applicant states that it presently holds authority to serve in the transportation of household goods between all points in the United States except Alaska and Hawaii. The sole purpose of this application is to eliminate presently required gateways. Applicant further states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif.

No. MC 9325 (Sub-No. 45), filed November 17, 1969. Applicant: K LINES, INC., Post Office Box 567, Lake Oswego, Ore. Applicant's representative: Norman E. Sutherland, 1200 Jackson Tower, Portland, Ore. 97205. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime*, in bulk, from Tacoma, Wash., to ports of entry on the United States-Canadian boundary at or near Blaine and Sumas, Wash., and points in Idaho. **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 Portland, Ore., or Seattle, Wash.

No. MC 11207 (Sub-No. 294), filed November 12, 1969. Applicant: DEATON, INC., 317 Avenue West, Post Office Box 1271, Birmingham, Ala. 35201. Applicant's representative: A. Alvis Layne, 915 Pennsylvania Building, Washington, D.C. 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plywood and composition boards or sheets*, from the plantsite and warehouse of Westvaco Corp. at North Charleston, S.C., to points in Alabama, Arkansas, Florida, Georgia, Kansas, Kentucky, Louisiana, Mississippi, Missouri, Oklahoma, Tennessee, and Texas. **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 Atlanta, Ga.

No. MC 22229 (Sub-No. 58), filed November 3, 1969. Applicant: TERMINAL TRANSPORT COMPANY, INC., 248 Chester Avenue SE., Atlanta, Ga. 30316. Applicant's representatives: Harold H. Clokey (same address as applicant) and T. Randolph Buck, Post Office Box 1160, Owensboro, Ky. 42301. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Paper and paper products*; (2) *machines and machinery*, including food handling machines, palletizers, depalletizers, scramblers, and conveyor systems; (3) *foodstuffs*, canned, prepared, or preserved; (4) *citrus and citrus products*; (5) *saucers and salad dressings*; (6) *pipe and tubing*; (7) *aluminum building materials*, aluminum articles, weatherstripping, aluminum screws, metal cloth, acoustical systems, ceiling tile, steel and aluminum angles; (8) *ceramic tile*, ceramic bathroom fixtures; (9) *carpet*, carpeting, carpet remnants, rugs, mats, or molding; (10) *wooden building materials*; (11) *plastic pipe fittings*; (12) *paints*, paint material or putty; and (13) *beverages and beverage preparations*. (a) from points in that part of Florida on and south of a line beginning at Cedar Keys, Fla., and extending along Florida Highway 24 to Waldo, Fla., thence along U.S. Highway 301 to Baldwin, Fla., thence along U.S. Highway 90 to Jacksonville, Fla., and the commercial zone thereof (except that part of Florida known as the Florida Keys) to points in Alabama, Georgia, Illinois, Indiana, Kentucky, and Tennessee; and (b) from St. Marys, Ga., to points in Alabama, Illinois, Indiana, Kentucky, and Tennessee. **NOTE:** Applicant states it will tack with its presently held authority at Nashville, Tenn., and Cincinnati, Ohio. If a hearing is deemed necessary, applicant requests it be held at Tampa, or Jacksonville, Fla.

No. MC 29566 (Sub-No. 137), filed November 7, 1969. Applicant: SOUTHWEST FREIGHT LINES, INC., 1400 Kansas Avenue, Kansas City, Kans. 66105. Applicant's representative: Vernon M. Masters (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from the plantsite and warehouse facilities of Pet Inc., Frozen Foods Division, Chickasha, Okla., to points in Illinois, Iowa, Kansas, Missouri, Nebraska, and South Dakota. **NOTE:** Common control may be involved. Applicant states it presently has authority to serve Missouri points as described in paragraph (A) of their certificate. They can "tack" to Direct Transports, Inc., Sub-No. 9 authority at Marshall, Mo., and perform service to Iowa, Minnesota, Nebraska, North Dakota, and South Dakota at the present time. Direct authority to States named in application is desired. Applicant will accept any restriction deemed necessarily by the

Commission in regards to duplication. If a hearing is deemed necessary, applicant requests it be held at Kansas City, or St. Louis, Mo.

No. MC 30837 (Sub-No. 382), filed November 6, 1969. Applicant: KENOSHA AUTO TRANSPORT CORPORATION, 4200 39th Avenue, Kenosha, Wis. 53141. Applicant's representatives: Paul F. Sullivan, Washington Building, 15th and New York Avenue NW., Washington, D.C. 20005 and A. P. Barber, Post Office Box 160, Kenosha, Wis. 53140. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Self-propelled all-terrain vehicles* (not designed for highway use and excluding vehicles weighing 15,000 pounds or more) and *parts and accessories*, from Buffalo, N.Y.; Cleveland, Ohio; St. Charles, Ill.; Los Angeles, Calif.; and points in Wayne and Oakland Counties, Mich.; Hinds County, Miss.; Allegheny, Dauphin, and York Counties, Pa.; and Washington and Anoka Counties, Minn., to points in the United States (excluding 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 Chicago, Ill.

No. MC 30844 (Sub-No. 300), filed November 13, 1969. Applicant: KROBLIN REFRIGERATED EXPRESS, INC., 2125 Commercial, Waterloo, Iowa 50704. Applicant's representative: Truman A. Stockton, Jr., The 1650 Grant Street Building, Denver, Colo. 80202. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meat products*, from Quakertown, Pa., to points in Missouri and Waterloo, Iowa. 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., or Kansas City, Mo.

No. MC 33641 (Sub-No. 90), filed November 5, 1969. Applicant: IML FREIGHT, INC., Post Office Box 2277, Salt Lake City, Utah 84110. Applicant's representative: Edward J. Hegarty, Shell Building, 100 Bush Street, San Francisco, Calif. 94104. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, household goods as defined by the Commission commodities in bulk and those requiring special equipment), between points on the Island of Oahu, Hawaii, restricted to traffic originating at or destined to points beyond Hawaii, and further restricted to traffic moving under joint rates with water carriers under the provisions of section 216(c) of the Interstate Commerce Act. 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 San Francisco, Calif.

No. MC 36556 (Sub-No. 20), filed November 4, 1969. Applicant: HOWARD E. BLACKMON, doing business as HOW-

ARD BLACKMON TRUCK SERVICE, Post Office Box 186, Somers, Wis. 53171. Applicant's representative: Michael J. Wyngaard, 125 West Doty Street, Madison, Wis. 53703. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Animal and poultry feed and ingredients necessary to the manufacture of such feeds*, between the plantsites and warehouse facilities utilized by Badger By-Products Co., Milwaukee, Wis., on the one hand, and, on the other, points in Illinois, Indiana, Iowa, Michigan, and Minnesota, restricted against the transportation of liquid commodities in bulk. Note: Applicant states that the requested authority can be tacked with its existing authority but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. Applicant further states that no duplicating authority is being sought. If a hearing is deemed necessary, applicant requests it be held at Milwaukee or Madison, Wis.

No. MC 39300 (Sub-No. 8), filed November 17, 1969. Applicant: MIDDLE STATES MOTOR FREIGHT, INC., 5723 Este Avenue, Cincinnati, Ohio 45232. Applicant's representative: Jack B. Josselson, Atlas Bank Building, Cincinnati, Ohio 45202. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Cincinnati, Ohio, and Louisville, Ky., over Interstate Highway 71, as an alternate route in connection with applicant's regular-route operations, serving no intermediate points. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 40757 (Sub-No. 11), filed November 6, 1969. Applicant: CREECH BROTHERS TRUCK LINES, INC., 312 West Cherry Street, Troy, Mo. 63379. Applicant's representative: William H. Creech, 100 Industrial Drive, Troy, Mo. 63379. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Aluminum structural forms and aluminum airplane wing skins*, from Tullahoma, Tenn., to St. Louis, 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 St. Louis, Mo., or Chicago, Ill.

No. MC 41792 (Sub-No. 14), filed November 7, 1969. Applicant: HOLDCROFT TRANSPORTATION COMPANY, a corporation, 3232 Highway 75 North, Sioux City, Iowa 51102. Applicant's representative: Earl H. Scudder, 605 South 14th Street, Post Office Box 2028, Lincoln, Nebr. 68501. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of un-

usual value, classes A and B explosives, commodities in bulk, those requiring special equipment and household goods as defined by the Commission), between Sioux City, Iowa, and Winsted, Minn.; from Sioux City, Iowa, over U.S. Highway 75 to junction with Iowa Highway 60 (formerly Iowa Highway 33), thence over Iowa Highway 60 to the Iowa-Minnesota State line, thence over Minnesota State Highway 60 to junction with Minnesota State Highway 60 and 15, thence over Minnesota State Highway 15 to junction with Minnesota State Highway 15 and U.S. Highway 212, thence over U.S. Highway 212 to junction with U.S. Highway 212 and Minnesota State Highway 261, thence over Minnesota State Highway 261 to Winsted, Minn., and return over the same route, serving no intermediate points. If a hearing is deemed necessary, applicant requests it be held at Sioux City, Iowa, or Omaha, Nebr.

No. MC 41984 (Sub-No. 23) (Clarification), filed August 22, 1969, published in the FEDERAL REGISTER issue of October 9, 1969, clarified November 19, 1969, and republished, as clarified, this issue. Applicant: BLANTON TRUCKING COMPANY, INCORPORATED, Carl's Corner, Bridgeton, N.J. 08302. 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 regular routes, transporting: *General commodities* (except livestock, dangerous explosives, inflammables, commodities in bulk other than fertilizer, articles of unusual size or value, and household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 677), serving Bridgeton, N.J., as an off-route point. Note: Bridgeton, N.J., is served by Cross Transportation, Inc., MC 40428, which is under common control with Blanton Trucking Co., Inc., as authorized by the Commission. It is the desire of the applicant that it be authorized to use Bridgeton, N.J., as an interline point between the authorities of both carriers. Common control may be involved. The purpose of this republication is to redescribe the above note. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 42487 (Sub-No. 736), filed November 9, 1969. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif. 94025. Applicant's representative: Robert M. Bowden, Western Traffic Service, Post Office Box 3062, Portland, Ore. 97208. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Cleaning compounds*, liquid, in bulk, in tank vehicles, from Hawthorne, Calif., to West Springfield, Mass. 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 Los Angeles, Calif.

No. MC 43038 (Sub-No. 442) (Correction), filed October 13, 1969, published in FEDERAL REGISTER issue of October 30, 1969, corrected November 21, 1969, and republished as corrected this issue. Applicant: COMMERCIAL CARRIERS, INC., 10761 Middlebelt Road, Romulus, Mich. 48174. Applicant's representatives: Harid H. Clokey, 248 Chester Avenue SE., Atlanta, Ga. 30316 and Paul H. Jones (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Motor vehicles, freight or combination freight and passenger, chassis, parts, and accessories, when moving with vehicles of which they are a part or on which they are to be installed, in truck-away or driveway service, between points in Los Angeles County, Calif., on the one hand, and, on the other, points in California restricted to traffic manufactured and/or assembled at General Motors Corp. Plants.* Note: Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. The purpose of this republication is to reflect the restriction previously omitted in FEDERAL REGISTER. If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich., or Los Angeles, Calif.

No. MC 49304 (Sub-No. 27), filed November 12, 1969. Applicant: BOWMAN TRUCKING COMPANY, INC., Post Office Box 6, Stephens City, Va. 22655. Applicant's representative: Eston H. Alt, Post Office Box 81, Winchester, Va. 22601. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Stone*, from points in Prince Georges County, Md., to points in Frederick and Rockbridge Counties, Va.; (2) *aplite rock*, in bulk, from Piney River, Va., to points in Delaware, Maryland, New Jersey, Ohio, Pennsylvania, and West Virginia; (3) *polyethylene oxide*, in shipper-owned trailers, between South Charleston, W. Va., and Dickerson, Md.; and (4) *plastic articles*, from White Post, Va., to points in the United States on and east of a line beginning at the mouth of the Mississippi River, and extending along the Mississippi River to its junction with the western boundary of Itasca County, Minn., thence northward along the western boundaries of Itasca and Koochiching Counties, Minn., to the international boundary line between the United States and Canada. 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 56679 (Sub-No. 33) (Amendment), filed October 17, 1969, published in the FEDERAL REGISTER issues of November 6, 1969, and November 20, 1969, amended and republished as amended this issue. Applicant: BROWN TRANSPORT CORP., 125 Milton Avenue SE., Atlanta, Ga. 30315. Applicant's representative: B. K. McClain (same address as applicant). Authority sought to operate

as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods, potatoes, and potato products*, from the plantsite and/or warehouse facilities of Ore-Ida Foods, Inc., in Montcalm County, Mich., to points in Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Minnesota, Wisconsin, and Rhode Island. Note: Applicant states that the requested authority cannot be tacked with its existing authority. The purpose of this republication is to include Minnesota and Wisconsin as destination points. If a hearing is deemed necessary, applicant requests it be held at Lansing or Detroit, Mich.

No. MC 56679 (Sub-No. 35), filed November 4, 1969. Applicant: BROWN TRANSPORT CORP., 125 Milton Avenue SE., Atlanta, Ga. 30315. Applicant's representative: B. K. McClain (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods, potatoes and potato products*, from Grand Forks, N. Dak., and East Grand Forks, Minn., to points in Alabama, Arkansas, Arizona, California, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maine, Maryland, Mississippi, Nebraska, Nevada, New Mexico, New Jersey, New York, New Hampshire, North Carolina, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia, Massachusetts, Connecticut, and Rhode Island. 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 New York, N.Y., or Atlanta, Ga.

No. MC 56863 (Sub-No. 4), filed November 7, 1969. Applicant: ERKEL TRANSFER, INC., 358 North Cordova Street, Le Center, Minn. 56057. Applicant's representative: William Heinen, 15 South Park Avenue, Le Center, Minn. 56057. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value classes A and B explosives, household goods, commodities in bulk, and those requiring special equipment), serving the terminal site of Yellow Freight System, Inc., located in Burnsville, Minn., as an off-route point in connection with carrier's presently authorized regular-route operations to and from Minneapolis-St. Paul, Minn. Note: If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 59150 (Sub-No. 45), filed November 10, 1969. Applicant: PLOOF TRANSFER COMPANY, INC., 1901 Hill Street, Jacksonville, Fla. 32202. Applicant's representative: Martin Sack, Jr., 1754 Gulf Life Tower, Jacksonville, Fla. 32207. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Hardboard, insulation board, plywood and particleboard, and parts, materials, and accessory items* used in the installation

thereof, from the plant and warehouse sites of the Abitibi Corp. in Wilkes County, N.C., to points in Alabama, Florida, Georgia, Louisiana, Mississippi, South Carolina, and Tennessee; and (2) *commodities* used in the manufacture of *hardboard, insulation board, plywood and particleboard, and parts, materials and accessory items* used in the installation thereof, from points in Alabama, Florida, Georgia, Louisiana, Mississippi, South Carolina, and Tennessee to the plant and warehouse sites of the Abitibi Corp. in Wilkes County, N.C. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Charlotte, N.C.

No. MC 59367 (Sub-No. 70), filed November 7, 1969. Applicant: DECKER TRUCK LINE, INC., Post Office Box 915, Fort Dodge, Iowa 50501. Applicant's representative: William A. Landau, 1451 East Grand Avenue, Des Moines, Iowa 50306. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packing-houses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk), from the plantsite and storage facilities utilized by Sioux-Preme Packing Co., at or near Sioux Center, Iowa, to points in Illinois, Minnesota, and Wisconsin, restricted to the transportation of traffic originating at the named plantsite and storage facilities. 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 Des Moines, Iowa.

No. MC 60186 (Sub-No. 39), filed September 29, 1969. Applicant: NELSON FREIGHTWAYS, INC., 47 East Street, Rockville, Conn. 06066. Applicant's representative: Vernon V. Baker, 1411 K Street NW., Washington, D.C. 20005. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Gypsum and gypsum products, asphalt and composition roofing products, composition boards, urethane and urethane products, insulating materials, bituminous fiber pipe, asbestos cement fiber pipe, cast iron pipe and fittings, and materials, accessories, and supplies* used in the installation of the above named commodities, except commodities in bulk, from Edgewater, N.J., to points in Vermont; (2) *cast iron pipe and fittings and materials, accessories, and supplies* used in the installation of cast iron pipe, except commodities in bulk, from Burlington, N.J., to points in Vermont, and (3) *returned, refused, and rejected shipments* of the above named commodities in (1) and (2), from points in Vermont to Edgewater and Burlington, N.J. Note: Applicant states that it will tack at Edgewater, N.J., to serve points in New Jersey, Baltimore, Md., Philadelphia, Pa., and points within Pennsylvania within 25 miles of Philadelphia. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or New York, N.Y.

No. MC 61401 (Sub-No. 11), filed November 3, 1969. Applicant: MARX TRUCK LINE, INC., Third and Plymouth Street, Sioux City, Iowa 51101. Applicant's representative: Marshall D. Becker, 630 City National Bank Building, Omaha, Nebr. 68102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products and meat by-products, and articles distributed by meat packinghouses as described in sections A and C of appendix I to the report in Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site and storage facilities utilized by Sioux-Preme Packing Co. at or near Sioux Center, Iowa, to points in Indiana, Iowa, Illinois, Wisconsin, and Minnesota, under contract with Sioux-Preme Packing Co. Note: Applicant holds common carrier authority under Docket No. MC 118537, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Sioux City, Iowa, or Omaha, Nebr.

No. MC 61592 (Sub-No. 159), filed November 10, 1969. Applicant: JENKINS TRUCK LINE, INC., 3708 Elm Street, Bettendorf, Iowa 52722. Applicant's representative: Donald W. Smith, 900 Circle Tower, Indianapolis, Ind. 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic pipe, plastic tubing, plastic conduit, plastic mouldings, valves, fittings, compounds, joint sealer, bonding, cement, thinner, vinyl building products and accessories used in the installation of such products*, from McPherson, Kans., and Waco, Tex., and Social Circle, Ga., to points in the United States (except 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 Atlanta, Ga., or St. Louis, Mo.

No. MC 67118 (Sub-No. 15), filed November 13, 1969. Applicant: STRONG MOTOR LINES, INCORPORATED, Chuckatuck Avenue and Old Midlothian Pike, Richmond, Va. 23255. Applicant's representative: Jno. C. Goddin, 200 West Grace Street, Richmond, Va. 23220. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts and dairy products*, from Richmond, Va., to Manning, Dillon, and Sumter, S.C., and *damaged, rejected and refused shipments on return*, under contract with Hygrade Food Products. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Richmond, Va.

No. MC 74321 (Sub-No. 37), filed October 30, 1969. Applicant: B. F. WALKER, INC., 650 17th Street, Denver, Colo. 80202. Applicant's representative: Richard P. Kissinger, Post Office Box 1148, Austin, Tex. 78767. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel, and iron and steel articles*, from Baytown and/or East Baytown, Tex., to points in Arkansas, Louisiana, Oklahoma, Kansas, New Mexico, and

Mississippi. 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 Houston, Tex.

No. MC 75320 (Sub-No. 148), filed November 5, 1969. Applicant: CAMPBELL SIXTY-SIX EXPRESS, INC., Post Office Box 807, Springfield, Mo. 65801. Applicant's representative: Wilmer B. Hill, 705 McLachlen Bank Building, 666 11th Street NW., Washington, D.C. 20001. Applicant sought to operate as a *common carrier*, by motor vehicle, over regular and irregular routes, transporting: *classes A and B ammunition and explosives and special fireworks*, (1) between points and over regular and irregular routes, which applicant is certified for the transportation of general commodities (except explosives) in Docket No. MC 75320 and all effective sub-numbers thereto, wherein applicant is authorized to operate in the States of Alabama, Arkansas, Georgia, Illinois, Indiana, Kansas, Kentucky, Louisiana, Mississippi, Missouri, Oklahoma, Tennessee, and Texas, and subject to all route restrictions, if any, as otherwise specified in said certificates, and (2) serving the additional off-route points of Naval Ammunition Depot, at or near Haywood Savannah, and McAlester, Okla.; the plant site of Remington Arms Co., at or near Leno, Ark.; Lone Star Ordnance Plant, Red River Arsenal, at or near Defense, Tex.; the Joliet Arsenal, at or near Elwood, and Joliet, Ill.; the Redstone Arsenal, at or near Huntsville, Ala.; and the Anniston Army Depot, at or near Bynum, Ala., in connection with applicant's presently authorized regular-route operations. 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 76492 (Sub-No. 3), filed October 30, 1969. Applicant: BEE'S VAN & STORAGE, INC., Post Office Box 321, 733 B East Oak Street, Santa Maria, Calif. 93454. Applicant's representative: Ernest D. Salm, 3846 Evans Street, Los Angeles, Calif. 90027. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used household goods*, between points in San Luis Obispo and Santa Barbara Counties, Calif., restricted to the transportation of traffic having a prior or subsequent movement, in containers, beyond the points authorized and further restricted to the performance of pickup and delivery service in connection with packing, crating, and containerization or unpacking, uncrating, and de-containerization of such traffic. 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 Los Angeles, Calif.

No. MC 82658 (Sub-No. 7), filed November 14, 1969. Applicant: ECONOMY FREIGHT LINES, INC., 6357 North Normandy Avenue, Chicago, Ill. 60631. Applicant's representative: George S. Mullins, 4704 West Irving Park

Road, Chicago, Ill. 60641. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages and containers, and incidental supplies used in the manufacture or sale of malt beverages (except commodities in bulk)* between La Crosse and Sheboygan, Wis., on the one hand, and on the other, points in Cook, Grundy, Kane, Lake, Kendall, McHenry, and Will Counties, Ill., and Elkhart, Fulton, Kosciusko, Lake, La Porte, Marshall, Porter, Pulaski, Starke, St. Joseph, and Whitley Counties, Ind., also Fort Wayne, Ind. 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 84444 (Sub-No. 6), filed November 12, 1969. Applicant: McCORMICK'S EXPRESS, Third and Winslow Streets, Camden, N.J. 08104. Applicant's representative: Alan Kahn, 1920 Two Penn Center Plaza, Philadelphia, Pa. 19102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Paperboard, wallboard, fire extinguishing materials, waste paper, licorice root, licorice mass, powdered licorice, syrup, wood pulp, micronutrients, and such general supplies and equipment as are used by a licorice manufacturer*, between Camden, N.J., on the one hand, and, on the other, points in Suffolk, Nassau, Orange, West Chester, and Putnam Counties, N.Y., and points in Fairfield County and Weston, Conn., under a continuing contract or contracts with MacAndrews and Forbes Co., of Camden, N.J., and (2) *coated paper, printing paper, paperboard and pulpboard*, from Philadelphia, Pa., to points in Camden, Essex, Hudson, Middlesex, and Union Counties, N.J., and points in Nassau and Suffolk Counties, N.Y., under a continuing contract or contracts with Mafco Corp., a wholly owned subsidiary of MacAndrews and Forbes Co., of Camden, N.J. Note: If a hearing is deemed necessary, applicant requests it be held at Philadelphia, or Washington, D.C.

No. MC 89723 (Sub-No. 57), filed November 18, 1969. Applicant: MISSOURI PACIFIC TRUCK LINES, INC., 210 North 13th Street, St. Louis, Mo. 63103. Applicant's representative: Robt. S. Davis (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, between Hiawatha, Kans., and St. Joseph, Mo. (a) from Hiawatha, Kans., over U.S. Highway 36 to St. Joseph, Mo., as an alternate route in connection with applicant's presently authorized regular-route operations, serving no intermediate points; and (b) from Hiawatha, Kans., over U.S. Highway 73 to Atchison, Kans., thence over U.S. Highway 59 to St. Joseph, Mo., as an alternate route in connection with applicant's regular-route operations serving no intermediate points. Note: Common control may be involved.

No. MC 93980 (Sub-No. 51), filed November 17, 1969. Applicant: VANCE

TRUCKING COMPANY, INCORPORATED, Raleigh Road, Henderson, N.C. 27536. Applicant's representative: John A. Vuono, 2310 Grant Building, Pittsburgh, Pa. 15219. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel and iron and steel articles*, as described in the appendix V to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, 276-279 (1952), (1) from Aliquippa, Pa., to points in North Carolina, South Carolina, and Georgia, and (2) from Pittsburgh, Pa., to points in South Carolina and Georgia. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Applicant holds contract authority under MC 116962, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 94201 (Sub-No. 80), filed October 21, 1969. Applicant: **BOWMAN TRANSPORTATION, INC.**, 1010 Stroud Avenue, Gadsden, Ala. 35903. 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: *General commodities* (except those of unusual value, household goods as defined by the Commission, commodities in bulk, and those injurious or contaminating to other lading), between the plantsite of The General Tire and Rubber Co., at or near Mayfield, Ky., on the one hand, and, on the other, points in Alabama, Florida, Georgia, Illinois, Indiana, Mississippi, North Carolina, Ohio, South Carolina, and Tennessee. **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 94201 (Sub-No. 81), filed November 14, 1969. Applicant: **BOWMAN TRANSPORTATION, INC.**, 1010 Stroud Avenue, Gadsden, Ala. 35903. 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: *Syrup, flavoring*, in glass or earthenware packed in barrels, boxes, or drums; in metal cans, in barrels, boxes, or drums; in metal cans partially or completely jacketed, in 1 gallon paperboard inner containers in 275 pound test corrugated fiberboard exterior containers with 200 pound test corrugated fiberboard dividers; in paperboard inner containers in 350 pound test corrugated fiberboard exterior containers; or in bulk in barrels or drums (applies only on finished flavoring syrup ready for use containing not less than 50 percent sugar); *flavoring compounds*, in containers in boxes or in bulk in barrels or drums; *beverage preparations*, in containers, in boxes, or in bulk in barrels or drums, between the plantsite, warehouse, and storage facilities of The Coca-Cola Co., Inc., at or near Atlanta, Ga., on the one hand, and,

on the other, points in Alabama, Tennessee, and Florida. **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 Atlanta, Ga.

No. MC 95876 (Sub-No. 95), filed November 19, 1969. Applicant: **ANDERSON TRUCKING SERVICE, INC.**, 203 Cooper Avenue North, St. Cloud, Minn. 56301. Applicant's representative: Val M. Higgins, 1000 First National Bank Building, Minneapolis, Minn. 55402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hot water tanks, heaters, and boilers and parts, and accessories* used therewith, from Madison, Wis., to points in the United States (except Alaska and Hawaii), and *equipment, materials and supplies* used in the manufacture and distribution of hot water tanks, heaters and boilers, on return. **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 Madison, Wis.

No. MC 95876 (Sub-No. 96), filed November 19, 1969. Applicant: **ANDERSON TRUCKING SERVICE, INC.**, 203 Cooper Avenue North, St. Cloud, Minn. 56301. Applicant's representative: Val M. Higgins, 1000 First National Bank Building, Minneapolis, Minn. 55402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Antifreeze and deicing compounds* (except in bulk) and *antifreeze and deicing pressure tanks and vaporizers, and accessories* used therewith, from Sauk Rapids, Minn., to points in the United States (including Alaska but excluding 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 Minneapolis, Minn.

No. MC 99905 (Sub-No. 3), filed November 5, 1969. Applicant: **CLAYTON MILLER**, doing business as **DEL REYE VAN & STORAGE**, 4941 West Rosecrans Avenue, Hawthorne, Calif. 90250. Applicant's representative: Ernest D. Salm, 3846 Evans Street, Los Angeles, Calif. 90027. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used household goods*, between points in Kern, Los Angeles, Orange, Riverside, San Diego, San Luis Obispo, Santa Barbara, and Ventura Counties, Calif., restricted to the transportation of traffic having a prior or subsequent movement, in containers, beyond the points authorized, and further restricted to the performance of pickup and delivery service in connection with packing, crating, and containerization or unpacking, uncrating, and decontainerization of such traffic. **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 Los Angeles, Calif.

No. MC 100666 (Sub-No. 157), filed November 6, 1969. Applicant: **MELTON TRUCK LINES, INC.**, Post Office Box 7666, Shreveport, La. 71106. Applicant's representatives: Wilburn L. Williamson, 600 Leininger Building, Oklahoma City, Okla. 73112 and Paul L. Caplinger (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper and paper products*, from Elizabeth, La., to points in Alabama, Arkansas, Colorado, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Missouri, Mississippi, Nebraska, North Carolina, North Dakota, New Mexico, Ohio, Oklahoma, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Virginia, West Virginia, Wisconsin, and New York. **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 Shreveport or New Orleans, La.

No. MC 106398 (Sub-No. 436), filed November 5, 1969. Applicant: **NATIONAL TRAILER CONVOY, INC.**, 1925 National Plaza, Tulsa, Okla. 74151. Applicant's representatives: 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 Bernalillo County, N. Mex., to points in the United States (except Alaska and Hawaii). **NOTE:** Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. Applicant further states it seeks no duplicating authority. If a hearing is deemed necessary, applicant requests it be held at Albuquerque, N. Mex., or El Paso, Tex.

No. MC 106644 (Sub-No. 102), filed November 14, 1969. Applicant: **SUPERIOR TRUCKING COMPANY, INC.**, 2770 Peyton Road NW., Post Office Box 916, Atlanta, Ga. 30301. Applicant's representative: K. Edward Wolcott, Post Office Box 916, Atlanta, Ga. 30301. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cast iron valves, including brass valves and/or components, and cast iron fire hydrants*, from Birmingham, Ala., to points in Arkansas, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maryland, Massachusetts, Mississippi, Missouri, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, and Virginia. **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., or Atlanta, Ga.

No. MC 107012 (Sub-No. 102), filed November 13, 1969. Applicant: **NORTH AMERICAN VAN LINES, INC.**, Post Office Box 988, Lincoln Highway East and Meyer Road, Fort Wayne, Ind. 46801. Applicant's representative: Terry G.

Fewell (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Extruded aluminum louvers, lowered penthouses, roof curbs, gravity ventilators, aluminum brickvents, architectural grills, and aluminum duckboards*, uncrated, from points in Prince Georges County, Md., to points in the United States (except Alaska and Hawaii) with the privilege to stop-off said commodities en route to complete processing. **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 Washington, D.C.

No. MC 107295 (Sub-No. 238) (Correction), filed October 30, 1969, published in the *FEDERAL REGISTER* issue of November 27, 1969, and republished in part, as corrected, this issue. Applicant: PRE-FAB TRANSIT CO., a corporation, 100 South Main Street, Farmer City, Ill. 61842. Applicant's representative: Dale L. Cox, Post Office Box 146, Farmer City, Ill. 61842. The purpose of this partial republication is to show the correct number as MC 107295 (Sub-No. 238), in lieu of MC 107925 (Sub-No. 238) erroneously shown in previous publication. The rest of the application remains as published.

No. MC 107295 (Sub-No. 246), filed November 10, 1969. Applicant: PRE-FAB TRANSIT CO., a corporation, 100 South Main Street, Farmer City, Ill. 61842. Applicant's representative: Dale L. Cox, Post Office Box 146, Farmer City, Ill. 61842. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wallboard, fiberboard, fiberglass, wall and ceiling panels, tile, mouldings, and materials and accessories* necessary for the installation thereof, from Lodi, N.J., 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 New York, N.Y., or Washington, D.C.

No. MC 107295 (Sub-No. 248), filed November 10, 1969. Applicant: PRE-FAB TRANSIT CO., a corporation, 100 South Main Street, Post Office Box 146, Farmer City, Ill. 61842. Applicant's representative: Dale L. Cox (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pipe conduit and fittings therefor, and shapes and forms, and steel tubing*, from the plant-site of Allied Tube & Conduit at Philadelphia, Pa., to points in Kentucky, Tennessee, Mississippi, Alabama, Georgia, North Carolina, South Carolina, and Florida. **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 Philadelphia, Pa., or Washington, D.C.

No. MC 107295 (Sub-No. 249), filed November 10, 1969. Applicant: PRE-FAB TRANSIT CO., a corporation, 100

South Main Street, Farmer City, Illinois 61842. Applicant's representative: Dale L. Cox (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Doors, frames, mouldings, and accessories* used in the installation thereof, from Carlstadt, N.J., 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 New York, N.Y., or Washington, D.C.

No. MC 107295 (Sub-No. 251), filed November 13, 1969. Applicant: PRE-FAB TRANSIT CO., a corporation, 100 South Main Street, Post Office Box 146, Farmer City, Ill. 61842. Applicant's representative: Dale L. Cox (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Prefinished wall panels, composition board, wallboard, plywood, mouldings, samples, and accessories*, from Pittsburg, Kans., to points in Maine, New Jersey, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, Pennsylvania, Delaware, Maryland, Virginia, West Virginia, North Carolina, South Carolina, Florida, Minnesota, North Dakota, South Dakota, Nebraska, Montana, Wyoming, Colorado, Nevada, New Mexico, Oklahoma, Arizona, Utah, Idaho, Washington, Oregon, California, Arkansas, Kentucky, Illinois, Indiana, Iowa, Michigan, Ohio, Tennessee, and Wisconsin. **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 Springfield, Ill., or Kansas City, Mo.

No. MC 107757 (Sub-No. 31), filed October 27, 1969. Applicant: M. C. SLATER, INC., Post Office Box 369, Granite City, Ill. 62041. Applicant's representative: Eugene L. Cohn, 1 North La Salle Street, Chicago, Ill. 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glass containers (bottles or jars), caps, covers, stoppers and tops, and fiberboard boxes*, from the plant-site and other facilities of Obeir-Nester Glass Co. at Lincoln, Ill., to points in Illinois, Indiana, Iowa, Kentucky, Missouri, Ohio, Tennessee, Wisconsin and the Lower Peninsula of Michigan. **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 107818 (Sub-No. 50), filed November 17, 1969. Applicant: GREENSTEIN TRUCKING COMPANY, a corporation, 280 Northwest 12th Avenue, Post Office Box 608, Pompano Beach, Fla. 33061. Applicant's representative: Martin Sack, Jr., 1754 Gulf Life Tower, 1301 Gulf Life Drive, Jacksonville, Fla. 32207. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts, and articles distributed by meat packing-*

houses, as described in sections A and B 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 Sioux City, Iowa, to points in Alabama, Georgia, Florida, Mississippi, South Carolina, and Tennessee. **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 Sioux City, Iowa, or Chicago, Ill.

No. MC 108393 (Sub-No. 19), filed November 5, 1969. Applicant: SIGNAL DELIVERY SERVICE, INC., 782 Industrial Drive, Elmhurst, Ill. 60126. Applicant's representative: J. A. Knudtz, 1050 Union Commerce Building, Cleveland, Ohio 44115. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Electrical and gas appliances, parts of electrical and gas appliances, and equipment, materials, and supplies* used in the manufacture, distribution, and repair of electrical and gas appliances, between the warehouse serving the Whirlpool Corp. at Columbus, Ohio, on the one hand, and, on the other, points in McComb, Oakland, St. Clair, and Washtenaw, and Wayne Counties, Mich., under continuing contract or contracts with Whirlpool Corp. **NOTE:** Common control and dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 110098 (Sub-No. 104), filed November 7, 1969. Applicant: ZERO REFRIGERATED LINES, 1400 Ackerman Road, Post Office Box 20380, San Antonio, Tex. 78220. Applicant's representative: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr. 68102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from points in Oregon and Washington to Kennewick, Wash., restricted to traffic moving to Kennewick, Wash., for in-transit storage. **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 Portland, Ore.

No. MC 110525 (Sub-No. 943), filed November 5, 1969. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. 19335. Applicant's representatives: Edwin H. van Deusen (same address as applicant) and Leonard A. Jaskiewicz, 1730 M Street NW., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk, from the plant-site of the Hercules Cement Co., at or near Fort Meade Junction, Md., to points in Delaware, Pennsylvania, 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 does not specify a location.

No. MC 111383 (Sub-No. 30), filed November 12, 1969. Applicant: BRASWELL MOTOR FREIGHT LINES, INC., Post Office Box 4447, 3925 Singleton Boulevard, Dallas, Tex. 75208. Applicant's representative: Lawrence A. Winkle (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 or B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment) between Jackson, Miss., and New Orleans, La.: From Jackson, Miss., over U.S. Highway 49 to its junction with Interstate Highway 59, thence over Interstate Highway 59 to its junction with Interstate Highway 10, thence over Interstate Highway 10 to New Orleans, La., and return over the same route, serving the intermediate point of Mendenhall, Miss. **NOTE:** Applicant states it presently holds alternate route authority between the involved terminal over route in question and seeks only by this application to serve the intermediate point of Mendenhall, Miss., in connection with present routes. Applicant further states it intends to tack at both Jackson, Miss., and New Orleans, La., with its presently held authority. If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss.

No. MC 111545 (Sub-No. 125), filed November 3, 1969. Applicant: HOME TRANSPORTATION COMPANY, INC., Post Office Box 6426, Station A, Marietta, Ga. 30060. Applicant's representative: Robert E. Born, 1425 Franklin Road SE., Marietta, Ga. 30060. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Low speed motor vehicles* not suitable for general highway transportation; and (2) *accessories, attachments, and parts* when moving in connection therewith, from Ottawa, Kans., to points in the United States (except Alaska and Hawaii). **NOTE:** Applicant states that while no tacking possibilities are known, it would nevertheless not be willing to accept a no tacking restriction. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 112595 (Sub-No. 39), filed November 7, 1969. Applicant: FORD BROTHERS, INC., Post Office Box 727, Coal Grove, Ironton, Ohio 45638. Applicant's representatives: Herbert Baker and James R. Stiverson, 50 West Broad Street, Columbus, Ohio 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid latex*, from Washington, W. Va., to Gary, Ind., and Ottawa, Ill. **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 Columbus, Ohio.

No. MC 112617 (Sub-No. 266), filed November 10, 1969. Applicant: LIQUID TRANSPORTERS, INC., Post Office Box 21395, Louisville, Ky. 40221. Applicant's representative: Leonard A. Jaskiewicz, 1730 M Street NW., Suite 501, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in tank- or hopper-type vehicles, from Memphis, Tenn., to points in Virginia and South Carolina. **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 112801 (Sub-No. 100), filed November 12, 1969. Applicant: TRANSPORT SERVICE CO., a corporation, Post Office Box 50272, Chicago, Ill. 60650. Applicant's representative: Robert H. Levy, 29 South La Salle Street, Chicago, Ill. 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal fats, animals oils, and vegetables oils, and edible blends and edible products* of the specified commodities, not including liquid chemicals, between points in Will County, Ill., and points in the United States (except Hawaii and Alaska). **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Applicant states no duplicating authority is being sought. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 113024 (Sub-No. 78) (Amendment), filed October 10, 1969, published in FEDERAL REGISTER issue of November 27, 1969, amended November 26, 1969, and republished as amended, this issue. Applicant: ARLINGTON J. WILLIAMS, INC., Rural Delivery No. 2, Smyrna, Del. 19977. Applicant's representative: Samuel W. Earnshaw, 833 Washington Building, Washington, D.C. 20005. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Bathroom and washroom fixtures, sinks, and accessories and attachments therefor*, from New Castle, Pa., to points in Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont, and (2) *bathroom and washroom fixtures, sinks, and accessories and attachments therefor, and materials and supplies* used in the manufacture thereof, between New Castle, Pa., and Camden, N.J., and points in Illinois on and north of U.S. Highway 24 (except Moline), Decatur, Ill., St. Louis, Mo., and Monroe, Ga. Restricted to: Traffic moving under contract with Universal-Rundle Corp., New Castle, Pa. **NOTE:** The purpose of this republication is to add (2) above, reflecting the additional commodity description. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 113158 (Sub-No. 9), filed October 29, 1969. Applicant: TODD TRANSPORT COMPANY, INC., Secretary, Md. 21664. Applicant's representative: V. Baker Smith, 2107 The Fidelity Building, Philadelphia, Pa. 19109. Authority

sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, except in bulk, from the plant or facilities of Green Giant Co. in the township of West Sadsbury, Chester County, Pa., to points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Rhode Island, West Virginia, and the District of Columbia, restricted to traffic originating at said plant or facilities and destined to named points. **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 113267 (Sub-No. 222), filed November 6, 1969. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. 62232. Applicant's representative: Lawrence A. Fischer (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Foodstuffs*, from Memphis, Tenn., to points in Arkansas, Kentucky (except Louisville, Henderson, and Owensboro and points in the commercial zones thereof); points in Mississippi, north of Clarke, Jasper, Smith, Simpson, Copiah, and Claiborne Counties; points in Alabama north and west of Jackson, De Kalb, Etowah, Saint Clair, Shelby, Ribb, Hale, Marengo, and Choctaw Counties; points in Tennessee west of Sumner, Wilson, Rutherford, Bedford, and Lincoln Counties; points in Missouri east of the eastern boundaries of Laclede, Wright, Douglas, and Ozark Counties, Mo., and south of the southern boundaries of Pulaski, Phelps, Crawford, Washington, St. Francois, and Perry Counties, Mo.; and to points in Randolph, Perry, Franklin, Hamilton, White, Jackson, Williamson, Saline, Gallatin, Union, Johnson, Pope, Hardin, Alexander, Pulaski, and Massac Counties, Ill., (2) *Foodstuffs*, from Shreveport, La., to points in Louisiana, Arkansas and that part of Texas lying east of the eastern boundaries of Cooke, Denton, Tarrant, Ellis, Navarro, Freestone, Leon, Madison, Grimes, Waller, Fort Bend, and Brazoria Counties, Tex., and (3) *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, and 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, and *foodstuffs*, from Shreveport, La., to points in Mississippi. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. No duplicate authority is being sought. If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn.

No. MC 113495 (Sub-No. 42), filed October 28, 1969. Applicant: GREGORY HEAVY HAULERS, INC., 41 Oldham Street, Post Office Box 5266, Nashville, Tenn. Applicant's representative: Wilmer B. Hill, 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: *Aluminum light poles, light pole brackets, and parts and accessories* therefor, from points in Washington County, Va., 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 Washington, D.C., or Nashville, Tenn.

No. MC 113495 (Sub-No. 44), filed November 14, 1969. Applicant: GREGORY HEAVY HAULERS, INC., 51 Oldham Street, Post Office Box 5266, Nashville, Tenn. Applicant's representative: Wilmer B. Hill, 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: (1) *Sheet metal products, building materials, lumber, wood decking, and* (2) *parts and accessories* used in the installation of the commodities named in (1) above, from Nashville, Tenn., to points in Mississippi, Alabama, Louisiana, Texas, Arkansas, Missouri, Kentucky, North Carolina, South Carolina, Georgia, Virginia, West Virginia, Florida, and Tennessee. **NOTE:** Applicant states that it does not propose a new service by tacking, but tacking is possible with MC-113495 and Sub-34 at Nashville to originate structural steel at other points in Tennessee, Kentucky, and portions of Virginia and North Carolina. If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn., or Washington, D.C.

No. MC 113495 (Sub-No. 45), filed November 14, 1969. Applicant: GREGORY HEAVY HAULERS, INC., 51 Oldham Street, Post Office Box 5266, Nashville, Tenn. Applicant's representative: Wilmer B. Hill, 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: *Aluminum pipe and tubing*, from Grand Rapids, Mich., to points in Davidson County, Tenn., and Washington County, Va. **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 Nashville, Tenn.

No. MC 113678 (Sub-No. 369), filed November 17, 1969. Applicant: CURTIS, INC., 4810 Pontiac Avenue, Post Office Box 16004, Stockyards Station, Denver, Colo. 80216. Applicant's representatives: Duane W. Ackle and Richard A. Peterson, 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: *Pulp and paper, pulp and paper products, and pulp and paper articles*, from points in Putnam County, Fla., and Yulee, Fla., to points in Arizona, Arkansas, California, Colorado, Idaho, Iowa, Kansas, Louisiana, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah,

Washington, and Wyoming. **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 Miami, Fla., or Denver, Colo.

No. MC 113974 (Sub-No. 37), filed November 13, 1969. Applicant: PITTSBURGH & NEW ENGLAND TRUCKING CO., a corporation, 211 Washington Avenue, Dravosburg, Pa. 15034. Applicant's representative: W. H. Schlottman (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fabricated sheet metal products, and equipment, materials, and supplies* used in the installation of fabricated sheet metal products, from the plantsite of Berger Bros. Co., Lower Southampton Township (Bucks County), Pa., to points in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Michigan, Mississippi, Missouri, Ohio, Tennessee, Texas, and Wisconsin. **NOTE:** Applicant states that the requested authority can be tacked with its existing authority but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa., or Washington, D.C.

No. MC 114211 (Sub-No. 132), filed November 3, 1969. Applicant: WARREN TRANSPORT, INC., 324 Manhard Street, Post Office Box 420, Waterloo, Iowa 50704. Applicant's representative: Charles W. Singer, 33 North Dearborn, Suite 1624, Chicago, Ill. 60602. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Tractors* (except truck tractors), *agricultural machinery and implements, industrial and construction machinery and equipment, snowmobiles, equipment designed for use in connection with tractors, trailers designed for the transportation of the commodities described above, attachments, for commodities described above, internal combustion engines, and parts, and accessories* of the commodities described herein, from Philadelphia, Pa., to points in the United States except Alaska and Hawaii, restricted to shipments originating at the plant, warehouse sites, and shipping points of Massey-Ferguson, Inc., its affiliates and subsidiaries. No duplicate authority is being sought. 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 Chicago, Ill.

No. MC 114323 (Sub-No. 12), filed November 3, 1969. Applicant: PAUL MARCKESANO AND SONS CO., INC., 54th Avenue and Fifth Street, Long Island City, N.Y. 11101. Applicant's representative: Morton E. Kiel, 140 Cedar Street, New York, N.Y. 10006. Authority sought to operate as a common carrier,

by motor vehicle, over irregular routes, transporting: *Concrete products*, from the plant of Miami Stone Products, Inc., at Madison Township, N.J., to points in Connecticut west of the Connecticut River, those in New York, N.Y., and points in Nassau, Suffolk, Westchester, Dutchess, Putnam, Rockland, Orange, Sullivan, and Ulster Counties, N.Y.; and points in Chester, Delaware, Philadelphia, Montgomery, Berks, Bucks, Lehigh, Northampton, Carbon, Monroe, Luzerne, Lackawanna, and Wayne Counties, Pa. **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 New York, N.Y.

No. MC 114552 (Sub-No. 41), filed November 17, 1969. Applicant: SENN TRUCKING COMPANY, a corporation, Post Office Box 333, Newberry, S.C. 29108. Applicant's representative: Frank A. Graham, Jr., 707 Security Federal Building, Columbia, S.C. 29201. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Plywood, or built-up wood, prefinished*, from Charlotte, N.C., to points in Connecticut, Florida, Illinois, Massachusetts, Michigan, Ohio, South Carolina, Texas, Virginia, 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 Columbia, S.C.; Charlotte, N.C.; or Washington, D.C.

No. MC 115113 (Sub-No. 12), filed November 10, 1969. Applicant: IOWA PACKERS XPRESS, INC., 16 East 24th Street, Box 231, Spencer, Iowa 51301. Applicant's representative: Bill Husby (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts and articles* distributed by meat packinghouses, from the plantsite of Sioux-Preme Packing Co. and storage facilities used by Sioux-Preme Packing Co. at/or near Sioux Center, Iowa, to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, New Hampshire, 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 at Sioux City, Iowa, or Omaha, Nebr.

No. MC 115841 (Sub-No. 362), filed November 10, 1969. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 West Bankhead Highway, Post Office Box 2169, Birmingham, Ala. 35201. Applicant's representatives: C. E. Wesley (same address as applicant) and E. Stephen Heisley, 666 11th Street NW., Washington, D.C. 20001. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Foods and foodstuffs* (except in bulk), from Saltsburg, North East, and Pittsburgh, Pa., to points

in Connecticut, Illinois, Indiana, Maine, Massachusetts, Michigan, Missouri, New Hampshire, New York, Ohio, Pennsylvania, Rhode Island, Vermont, and Wisconsin. **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 Pittsburgh, Pa., or Buffalo, N.Y.

No. MC 116014 (Sub-No. 50), filed November 13, 1969. Applicant: OLIVER TRUCKING COMPANY, INC., Post Office Box 53, Winchester, Ky. 40391. Applicant's representative: Louis J. Amato, Post Office Box E, Bowling Green, Ky. 42101. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Hardboard, insulation board, plywood and particleboard*, (2) *parts, attachments, and accessory items necessary for the installation of the commodities in (1) above, from the plant and warehouse sites of the Abitibi Corp. in Wilkes County, N.C., to points in Alabama, Georgia, Illinois, Indiana, Kentucky, Michigan, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, West Virginia, and Wisconsin; and (3) materials, supplies, and equipment (except commodities in bulk) used in the manufacture and distribution of the commodities described in (1) and (2) above, from points in Alabama, Georgia, Illinois, Indiana, Kentucky, Michigan, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, West Virginia, and Wisconsin, to the plant and warehouse sites of the Abitibi Corp. in Wilkes County, N.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 at Washington, D.C., or Charlotte, N.C.

No. MC 116645 (Sub-No. 13), filed November 12, 1969. Applicant: DAVIS TRANSPORT CO., a corporation, Post Office Box 56, Gilcrest, Colo. 80623. Applicant's representative: Leslie R. Kehl, 420 Denver Club Building, Denver, Colo. 80202. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Animal oils and vegetable oils, in bulk, from points in Denver, Adams, Arapahoe, and Jefferson Counties, Colo., to points in Arizona, Colorado, Kansas, Nebraska, New Mexico, Oklahoma, Texas, Utah, and Wyoming.* **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 Denver, Colo.

No. MC 116710 (Sub-No. 14), filed November 4, 1969. Applicant: MISSISSIPPI CHEMICAL EXPRESS, INC., Post Office Box 1634, Hattiesburg, Miss. 39401. Applicant's representative: Leland D. Smith, Navasota, Tex. 77868. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Anhydrous aluminum chloride, dry, in bulk, in tank vehicles, from Baton Rouge, La.,*

to points in Connecticut, Delaware, Maryland, New Jersey, New York, Pennsylvania, Rhode Island, Virginia, and West Virginia. **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 Baton Rouge, La., or Houston, Tex.

No. MC 117165 (Sub-No. 27), filed November 2, 1969. Applicant: C. J. DAVIS, doing business as ST. LOUIS FREIGHT LINES, 1000 Michigan Avenue, St. Louis, Mich. 48880. Applicant's representative: Robert A. Sullivan, 1800 Buhl Building, Detroit, Mich. 48226. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Boards, building wall and/or insulating fiberboard, sheathing, laminated wall boards, parts, materials and accessories incidental thereto, from the plantsite of Cardinal Industries at Wheaton, Ill., to points in Michigan, Ohio, Pennsylvania, Indiana, Kentucky, Iowa, Missouri, Wisconsin, Minnesota, Nebraska, Kansas, Oklahoma, Arkansas, and Tennessee; and (2) building materials, from the plantsite of the Philip Carey Corp., Wilmington, Ill., to points in Tennessee, Kentucky, 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 Chicago, Ill., or Detroit, Mich.

No. MC 117334 (Sub-No. 198), filed November 7, 1969. Applicant: THE MAXWELL CO., a corporation, 10380 Evendale Drive, Cincinnati, Ohio 45215. Applicant's representative: James R. Stivers, 50 West Broad Street, Columbus, Ohio 43215. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Chemicals and petroleum products, in bulk, in tank vehicles, from points in Jackson County, Ind., to points in Illinois, Indiana, Kentucky, Michigan, Ohio, Tennessee, and Wisconsin; and (2) defective and contaminated commodities named above, in bulk, in tank vehicles, from points in Illinois, Indiana, Kentucky, Tennessee, and Wisconsin, to points in Jackson County, Ind.* **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 Indianapolis, Ind., or Louisville, Ky.

No. MC 117427 (Sub-No. 63), filed November 7, 1969. Applicant: G. G. PARSONS TRUCKING CO., a corporation, Post Office Box 1085, North Wilkesboro, N.C. 28659. Applicant's representative: Francis J. Ortman, 1700 Pennsylvania Avenue NW., Washington, D.C. 20006. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Hardboard, insulation boards, plywoods and/or particleboards, in straight or mixed truckload, parts, materials, and accessory items necessary for the installation thereof, from the plant and warehouse sites of the Abitibi Corp. in Wilkes County, N.C., to points in Delaware, District of Columbia, Illinois, Indiana, Iowa,*

Kentucky, Maryland, Michigan, New York, North Carolina, Tennessee, Virginia, West Virginia, and Wisconsin; and (2) commodities used in the manufacture of hardboards, insulating boards, plywoods or particleboards, and parts, materials, and accessory items incidental to the transportation and installation thereof, in truckloads, from points in Delaware, District of Columbia, Illinois, Indiana, Iowa, Kentucky, Maryland, Michigan, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, West Virginia, and Wisconsin, to the plant and warehouse sites of the Abitibi Corp. in Wilkes County, N.C. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Applicant is also authorized to operate as a contract carrier under MC 116145 and subs, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Charlotte, N.C.

No. MC 117565 (Sub-No. 21), filed November 10, 1969. Applicant: MOTOR SERVICE COMPANY, INC., 237 South Fifth Street, Coshocton, Ohio 43812. Applicant's representative: Louis J. Amato, Post Office Box E, Bowling Green, Ky. 42101. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Frames and undercarriages, designed to be equipped with hitchball pintle hook connectors, and component parts thereof, from points in Marion County, Ala., to points in Minnesota, Iowa, Missouri, Oklahoma, and Texas, and points in all States east thereof, (2) motor homes, in truckaway and driveway service, from points in Wayne County, Ohio, Lancaster County, Pa., Elkhart County, Ind., and Richland County, S.C., to points in the United States (except Alaska and Hawaii), and (3) trailers designed to be drawn by passenger automobiles, in initial movements, from points in Wayne County, Ohio, and Sumner County, Tenn., to points in the United States (except Alaska and Hawaii).* **NOTE:** Applicant states that the requested authority can be tacked with its existing authority. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 117815 (Sub-No. 152) (amendment), filed November 3, 1969, published in FEDERAL REGISTER issue of December 4, 1969, amended November 13, 1969, and republished as amended this issue. Applicant: PULLEY FREIGHT LINES, INC., 405 Southeast 20th Street, Des Moines, Iowa 50317. Applicant's representative: William L. Fairbank, 610 Hubbell Building, Des Moines, Iowa 50309. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods, from Appleton, Wis., to points in Illinois, Iowa, Kansas, Minnesota, Missouri, and Nebraska.* **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. The purpose

of this republication is to add Kansas as an additional destination State. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa, or Milwaukee, Wis.

No. MC 118288 (Sub-No. 35), filed November 17, 1969. Applicant: STEPHEN F. FROST, Post Office Box 28, Billings, Mont. 59103. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Meat, meat products, meat byproducts, and articles distributed by meat packing-houses* as described in sections A and C of appendix 1 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 Billings, Mont., to points in Kansas; (2) *commodities*, the transportation of which is partially exempt, pursuant to the provisions of section 203(B) (6) of the Interstate Commerce Act, when moving in the same vehicle and at the same time with regulated commodities, from Billings, Mont., to points in North Dakota, South Dakota, Nebraska, Kansas, Iowa, Wisconsin, Minnesota, Illinois, Indiana, Michigan, and Missouri; and (3) *lumber and lumber products*, from points in Rosebud County, Mont., to points in North Dakota, South Dakota, Nebraska, Kansas, Iowa, Wisconsin, Minnesota, Illinois, Indiana, Michigan, and Missouri. NOTE: Applicant states that it intends to tack the sought authority to authority presently held in MC 118288 Sub 16, whereas it conducts operations, in Billings, Mont., and points in Wyoming, and if granted, authority pending in MC 118288 Sub 33, authorizing service in Montana. Applicant further states that it seeks no duplicating authority. If a hearing is deemed necessary, applicant requests it be held at Billings, Mont.

No. MC 118458 (Sub-No. 2), filed November 5, 1969. Applicant: ROBERT G. FRAZIER, doing business as FRAZIER MOTOR CO., 2012 Gihon Road, Parkersburg, W. Va. 26101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Scrap and waste materials*, from Parkersburg, W. Va., to points in Kentucky, Ohio, Pennsylvania, Virginia, and West Virginia. 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 Charleston, W. Va.

No. MC-119531 (Sub-No. 129), filed November 14, 1969. Applicant: DIECKBRADER EXPRESS, INC., 5391 Wooster Road, Cincinnati, Ohio 45226. Applicant's representative: Charles W. Singer, 33 North Dearborn Street, Suite 1625, Chicago, Ill. 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper products*, from Cleveland, Ohio, to points in Maryland and the District of Columbia. NOTE: Applicant states it would tack with its presently held authority at Cleveland, Ohio, to permit service from points in Illinois and Indiana. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 119669 (Sub-No. 3), filed November 3, 1969. Applicant: JACKSON TRUCKING CO., INC., 546 South 31A, Columbus, Ind. 47201. 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, meat byproducts, and articles distributed by meat packinghouses* as described in sections A and C of appendix to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766; (1) from Logansport, Ind., to points in Michigan, Ohio, Kentucky, New York, New Jersey, Pennsylvania, Maryland, and Washington, D.C.; and (2) from Lafayette, Ind., to points in Michigan, Ohio, Kentucky, New York, New Jersey, Pennsylvania, Maryland, and Washington, D.C., restricted to traffic originating at the plantsite and/or warehouse utilized by Wilson & Co., at Logansport, Ind., and Lafayette, Ind., and destined to the above-named destination States. 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 Indianapolis, Ind.

No. MC 119710 (Sub-No. 18), filed November 7, 1969. Applicant: SHUPE BROS. CO., a corporation, Post Office Box 929, Greeley, Colo. 80631. Applicant's representative: Paul F. Sullivan, 701 Washington Building, Washington, D.C. 20005. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (a) *Animal and poultry feed*, from Duncan, Nebr., to points in Kansas, South Dakota, Colorado, Wyoming, Oklahoma, and Texas; (b) *feed ingredients*, from the points in the States set forth in (a) above, to Duncan, Nebr.; and (c) *feed ingredients*, from points in Nebraska and Kansas, to Billings, Mont., Lucerne, Colo., and Hereford, Tex., and Garden City, Kans., all under a continuing contract with W. R. Grace & Co. NOTE: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 119988 (Sub-No. 26), filed November 3, 1969. Applicant: GREAT WESTERN TRUCKING CO., INC., 811 1/2 North Timberline Drive, Post Office Box 1384, Lufkin, Tex. 75902. Applicant's representative: Bennie W. Haskins (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Printed advertising matter*; and (2) *newspaper supplements otherwise exempt from economic regulations under section 208(b) (7) of the Act* when transported in mixed shipments with printed advertising matter (a) from points in Texas located on and east of a line beginning at the Texas-Oklahoma boundary at or near Ringgold, Tex., and extending along U.S. Highway 81 to its junction with U.S. Highway 181, thence along U.S. Highway 181 to Corpus Christi, Tex., to points in the United States except points in Alaska, Connecticut, Hawaii, Indiana, Illinois, Ken-

tucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Texas, Vermont, West Virginia, and Wisconsin; (b) from points in Kansas to points in Arkansas, Colorado, Iowa, Missouri, Nebraska, New Mexico, Oklahoma, and Texas. 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 Dallas or Fort Worth, Tex.

No. MC 119988 (Sub-No. 27), filed November 12, 1969. Applicant: GREAT WESTERN TRUCKING CO., INC., 811 1/2 Timberline Drive, Post Office Box 1384, Lufkin, Tex. 75902. Applicant's representative: Mert Starnes, 904 Lavaca, Austin, Tex. 78701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Newsprint*, from points in Angelina County, Tex., to points in Alabama (except Birmingham and its commercial zone, Blackwell Nursery, Blakely, Blakely Island, Brookley AFB, Brookley Field, Chicasaw, Crichton, Eight Mile, Flowerwood Nursery, Grand Bay, Irvington, Klyono Nursery, Mobala Nursery, Mobile, Navco, Overlook Nursery, Plateau, Prichard, St. Elmo, Semmes, Spring Hill, Theodore, Theodore Ammo Dump, and Whistler, Ala.); points in Florida (except Pensacola, Jacksonville, Marianna, Tallahassee, Lake City, and Crestview, Fla.); Kentucky; Mississippi (except Bay St. Louis, Biloxi, Bolton, Bovina, Centreville, Clinton, Edgewater Park, Edwards, Fountainbleau, Gautier, Gulfport, Handsboro, Hilda, International Paper Co., near Redwood, Jackson, Johnsville, Keessler AFB, Kreole, Long Beach, Magna American Corp. plantsite near Raymond, Mississippi City, Moss Point, N.A.S.A. Hancock County, Natchez, Ocean Springs, Pascagoula, Pass Christian, St. Regis Paper plantsite near Ferguson, Lawrence County, Vicksburg, Waveland, and Woodville, Miss.); and Tennessee (except Bartlett, Benjes, Capleville, Frayser, Germantown, Goodman, Mallory AFB, Memphis, and its commercial zone, Memphis General Depot, Oakville, Raines, Raleigh, West Junction, Whitehaven, and Woodstock, Tenn. 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 Austin or Houston, Tex.

No. MC 121236 (Sub-No. 2), filed June 20, 1969. Applicant: SERVICE TRANSPORTATION LINES, INC., 720 31st Avenue, Rock Island, Ill. 61201. Applicant's representative: Robert M. Kaske, 2017 Wisteria Road, Rockford, Ill. 61107. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except household goods as defined by the Commission, classes A and B explosives, and commodities in bulk); (1) between Milan and Pekin, Ill., from Milan over U.S. Highway 67 to Rock Island, thence over U.S. Highway 6 to junction Illinois Highway 88, thence over Illinois Highway 88 to Peoria, thence over

Illinois Highway 29 to Pekin, and return over the same route, serving all intermediate points and the off-route points of Carbon Cliff, and Creve Coeur, Ill.; (2) between Peoria and Pekin, Ill., from Peoria over U.S. Highway 24 to junction Illinois Highway 9, thence over Illinois Highway 9 to Pekin, and return over the same route, serving all intermediate points; (3) between Annawan and Bradford, Ill., from Annawan over Illinois Highway 78 to junction Illinois Highway 91, thence over Illinois Highway 91 to junction Illinois Highway 93, thence over Illinois Highway 93 to Bradford, and return over the same route, serving all intermediate points; (4) (a) between Sheffield and Rockford, Ill., from Sheffield over U.S. Highway 6 to junction Illinois Highway 88, thence over Illinois Highway 88 to junction Illinois Highway 2, thence over Illinois Highway 2 to Rockford, and return over the same route, serving all intermediate points; (b) between junction Illinois Highways 2 and 66, and Mount Morris, Ill., over Illinois Highway 64, serving all intermediate points;

(5) Between Milan and Byron, Ill., from Milan over Illinois Highway 9 to junction Illinois Highway 2 at Moline, thence over Illinois Highway 2 to Sterling, thence over unmarked bituminous road to junction Illinois Highway 26, thence over Illinois Highway 26 to junction Illinois Highway 72, thence over Illinois Highway 72 to Byron, and return over the same route, serving all intermediate points; (6) between Lyndon and Prophetstown, Ill., over Illinois Highway 78, serving all intermediate points; (7) between Peoria and Moline, Ill., from Peoria over Illinois Highway 8 to junction Illinois Highway 78, thence over Illinois Highway 78 to junction U.S. Highway 150, thence over U.S. Highway 150 to Moline, and return over the same route, serving all intermediate points; (8) between Dixon and Rockford, Ill., from Dixon over U.S. Alternate Highway 30 to junction U.S. Highway 51, thence over U.S. Highway 51 to Rockford, and return over the same route, serving all intermediate points; (9) between Silvis, Ill., and Ohio, Ill., over Illinois Highway 92, serving all intermediate points; (10) between East Moline and Sterling, Ill., from East Moline over Illinois Highway 84 to junction U.S. Highway 30, thence over U.S. Highway 30 to Sterling, and return over the same route, serving all intermediate points; (11) between Chicago, Ill., and the Illinois-Missouri State line at East St. Louis, Ill., over U.S. Highway 66, serving all intermediate points, and the off-route points of Lemont, Virden, Worden, Panama, Auburn, Carlinville, Benld, Girard, Waverly, Gillespie, Roxana and Wilsonville, Ill.;

(12) Between the Illinois-Wisconsin State line and the Illinois-Kentucky State line, over U.S. Highway 45, serving all intermediate points and the off-route points of Villa Grove, Oakland, Oaklawn, Arthur, Blue Island, Downers Grove, Lovington, Harvey, and Lemont, Ill.; (13) between Chicago, Ill., and the Illinois-Kentucky State line, over Illinois

Highway 1, serving all intermediate points and the off-route points, of Harvey, St. Francisville, Rosiclare, Blue Island, and New Haven, Ill.; (14) between the Illinois-Wisconsin State line and the Illinois-Missouri State line, over U.S. Highway 51, serving all intermediate points and the off-route points of Pecatonica, Sesser, Hurst, Ladd, Valier, Royalton, Roanoke, Ziegler, and Herrin, Ill.; (15) between Chicago, Ill., and junction Illinois Highways 49 and 33, near Willow Hill, Ill., over Illinois Highway 49, serving all intermediate points and the off-route points of Blue Island, Villa Grove, Harvey, and Oakland, Ill.; (16) between the Illinois-Wisconsin State line and Decatur, Ill., over Illinois Highway 47, serving all intermediate points; (17) between the Illinois-Indiana State line and the Illinois-Iowa State line, over U.S. Highway 6, serving all intermediate points and the off-route points of Harvey, Ladd, Hazel Crest, Blue Island, Cambridge, Homewood, and Utica, Ill.; (18) between the Illinois-Indiana State line and the Illinois-Iowa State line, over U.S. Highway 30, serving all intermediate points and the off-route points of Homewood and Rock Falls, Ill.;

(19) Between the Illinois-Indiana State line and the Illinois-Iowa State line, over U.S. Highway 20, serving all intermediate points, and the off-route points of Harvey, Lombard, Blue Island, Pecatonica, Villa Park, and Lena, Ill.; (20) between the Illinois-Indiana State line and the Illinois-Wisconsin State line, over U.S. Highway 12, serving all intermediate points, and the off-route points of Harvey, Oak Park, Blue Island, Cicero, and Oaklawn, Ill.; (21) between the Illinois-Indiana State line and the Illinois-Wisconsin State line, over U.S. Highway 41, serving all intermediate points, and the off-route points of Harvey, Oak Park, Blue Island, Morton Grove, Oaklawn, and Cicero, Ill.; (22) between Chicago, Ill., and the Illinois-Wisconsin State line, over Illinois Highway 42, serving all intermediate points and the off-route point of Morton Grove, Ill.; (23) between the Illinois-Wisconsin State line and the Illinois-Iowa State line, over Illinois Highway 2, serving all intermediate points, and the off-route point of Rock Falls, Ill.; (24) between Onarga, Ill., and junction Illinois Highway 48 and U.S. Highway 66, from Onarga over U.S. Highway 54 to junction Illinois Highway 48, thence over Illinois Highway 48 to junction U.S. Highway 66, and return over the same route, serving all intermediate points and the off-route point of Kincaid, Ill.; (25) between the Illinois-Indiana State line and the Illinois-Missouri State line, over U.S. Highway 24, serving all intermediate points, and the off-route points of Roanoke and Augusta, Ill.;

(26) Between the Illinois-Indiana State line and the Illinois-Iowa State line, over Illinois Highway 9, serving all intermediate points and the off-route point of Cuba, Ill.; (27) between the Illinois-Indiana State line and the Illinois-Iowa State line, from the Illinois-Indiana State line over U.S. Highway 150

to junction Illinois Highway 10, thence over Illinois Highway 10 to junction U.S. Highway 136, thence over U.S. Highway 136 to the Illinois-Iowa State line, and return over the same route, serving all intermediate points and the off-route points of Cuba, Augusta, and Warsaw, Ill.; (28) between the Illinois-Indiana State line and Moline, Ill., over U.S. Highway 150, serving all intermediate points and the off-route points of Wyoming, Elmwood, Abingdon, and Cambridge, Ill.; (29) between the Illinois-Iowa State line at Moline, Ill., and the Illinois-Missouri State line at East St. Louis, Ill., over U.S. Highway 67, serving all intermediate points and the off-route points of Aledo, Keithsburg, Abingdon, Augusta, Waverly, Greenfield, Grafton, and Roxana, Ill.; (30) between the Illinois-Indiana State line and the Illinois-Missouri State line, over U.S. Highway 36, serving all intermediate points, and the off-route points of Villa Grove, Oakland, Arthur, Lovington, Auburn, Waverly, and Griggsville, Ill.; (31) between junction U.S. Highway 150 and Illinois Highway 16 near Paris, Ill., and junction Illinois Highway 16 and U.S. Highway 66, near Litchfield, Ill., over Illinois Highway 16, serving all intermediate points and the off-route points of Oakland, Panama, Carlinville, Gillespie, and Benld, Ill.;

(32) Between the Illinois-Indiana State line and the Illinois-Missouri State line at East St. Louis, Ill., over U.S. Highway 40, serving all intermediate points and the off-route points of Panama, Livingston, and Glen Carbon, Ill.; (33) between the Illinois-Indiana State line and the Illinois-Missouri State line at East St. Louis, Ill., over U.S. Highway 50, serving all intermediate points, and the off-route points of St. Francisville and New Baden, Ill.; (34) between the Illinois-Indiana State line and junction Illinois Highway 15 and U.S. Highway 50 near East St. Louis, Ill., over Illinois Highway 15, serving all intermediate points and the off-route points of Dahlgren, Sesser, New Baden, and Millstadt, Ill.; (35) between the Illinois-Kentucky State line and the Illinois-Missouri State line at East St. Louis, Ill., over Illinois Highway 13, serving all intermediate points and the off-route points of Herrin, Zeigler, Royalton, Hurst, Colp, Carterville, and Sparta, Ill.; (36) between junction U.S. Highway 45 and Illinois Highway 37, near Watson, Ill., and junction Illinois Highway 37 and U.S. Highway 51 near Mound City, Ill., over Illinois Highway 37, serving all intermediate points and the off-route points of Sesser, Valier, Ziegler, Royalton, Herrin, and Hurst, Ill.; (37) between the Illinois-Indiana State line near Grayville, Ill., and junction Illinois Highway 130 and Illinois Highway 16 near Charleston, Ill., over Illinois Highway 130, serving all intermediate points;

(38) Between the Illinois-Kentucky State line and the Illinois-Missouri State line, over Illinois Highway 46, serving all intermediate points, and the off-route point of Rosiclare, Ill.; (39) between the

Illinois-Kentucky State line and the Illinois-Missouri State line at East St. Louis, Ill., over Illinois Highway 3, serving all intermediate points and the off-route point of Sparta, Ill.; (40) between the Illinois-Indiana State line and junction Illinois Highway 14 and U.S. Highway 51, near Du Quoin, Ill., over Illinois Highway 14, serving all intermediate points and the off-route points of Sesser, Valler, Zeigler, and Royalton, Ill.; (41) between the Illinois-Wisconsin State line and Aurora, Ill., over Illinois Highway 31, serving all intermediate points, and the off-route point of Glen Ellyn, Ill.; (42) between Chicago and Joliet, Ill., over Illinois Highway 171, serving all intermediate points, and the off-route point of Lemont, Ill.; (43) between junction U.S. Highway 20 and Illinois Highway 43 and junction U.S. Highway 30 and Illinois Highway 43, over Illinois Highway 43, serving all intermediate points and the off-route points of Oak Park, Harvey, Berwyn, and Oaklawn, Ill.; (44) between Chicago, Ill., and the Illinois-Wisconsin State line, over U.S. Highway 14, serving all intermediate points; (45) between the Illinois-Wisconsin State line and Pontiac, Ill., over Illinois Highway 23, serving all intermediate points; (46) between the Illinois-Indiana State line and the Illinois-Iowa State line, over U.S. Highway 52, serving all intermediate points;

(47) Between Chicago, Ill., and the Illinois-Iowa State line, over Illinois Highway 84, serving all intermediate points and the off-route points of Villa Park, Lombard, and Lanark, Ill.; (48) between Waukegan and Woodstock, Ill., over Illinois Highway 120, serving all intermediate points; (49) between junction U.S. Highways 36 and 54, near Pittsfield, Ill., and the Illinois-Missouri State line, over U.S. Highway 54, serving all intermediate points; (50) between junction U.S. Highway 150 and Illinois Highway 121 near Morton, Ill., and junction Illinois Highway 121 and U.S. Highway 40 at Greenup, Ill., over Illinois Highway 121, serving all intermediate points and the off-route points of Delavan, Arthur, and Lovington, Ill.; (51) between Chicago, Ill., and the Illinois-Iowa State line, over U.S. Highway 34, serving all intermediate points and the off-route points of Downers Grove, Ladd, Wyoming, Cambridge, Toulon, Abingdon, and Keithsburg, Ill.; (52) between junction Illinois Highways 33 and 1 near Gordon, Ill., and Effingham, Ill., over Illinois Highway 33, serving all intermediate points; (53) between the Illinois-Wisconsin State line and junction Illinois Highway 78 and U.S. Highway 67 near Jacksonville, Ill., over Illinois Highway 78, serving all intermediate points, and the off-route points of Lena, Cambridge, Wyoming, Cuba, Toulon, and Petersburg, Ill.; (54) between junction U.S. Highway 67 and Illinois Highway 125 at Beardstown, Ill., and Pana, Ill., from junction U.S. Highway 67 and Illinois Highway 125 over Illinois Highway 29, thence over Illinois Highway 29 to Pana, and return over the same route, serving all

intermediate points and the off-route points of Petersburg and Kincaid, Ill.;

(55) between junction U.S. Highway 6 and Illinois Highway 29 near Depue, Ill., and Springfield, Ill., from junction Illinois Highway 29 and U.S. Highway 6 over Illinois Highway 29 to junction Illinois Highway 121, thence over Illinois Highway 121 to junction U.S. Highway 66, thence over U.S. Highway 66 to Springfield, and return over the same route, serving all intermediate points and the off-route points of Wyoming, Delavan, and Petersburg, Ill.; (56) between Greenville, Ill., and the Illinois-Missouri State line at Alton, Ill., over Illinois Highway 140, serving all intermediate points and the off-route points of Roxana, Worden, and Livingston, Ill.; (57) between Wood River and Belleville, Ill., over Illinois Highway 159, serving all intermediate points; (58) between Mount Vernon, Ill., and junction Illinois Highways 142 and 13, from Mount Vernon over U.S. Highway 460 to junction Illinois Highway 142, thence over Illinois Highway 142 to junction Illinois Highways 142 and 13, and return over the same route serving all intermediate points; (59) between the Illinois-Wisconsin State line and the Illinois-Indiana State line, from the Illinois-Wisconsin State line over U.S. Highway 45 to junction U.S. Highway 30, thence over U.S. Highway 30 to the Illinois-Indiana State line, and return over the same route, serving all intermediate points, and the off-route points of Lemont, Villa Park, Downers Grove, and Lombard, Ill.; (60) between Peoria, Ill., and junction Illinois Highway 116 and U.S. Highway 34 near Biggsville, over Illinois Highway 116, serving all intermediate points and the off-route points of Elmwood and Abingdon, Ill.;

(61) Between junction Illinois Highways 42 and 22 near Highwood, Ill., and junction Illinois Highways 22 and 14, over Illinois Highway 22, serving all intermediate points; (62) between Chicago, Ill., and junction U.S. Highway 52 and Illinois Highway 72, near Lanark, Ill., over Illinois Highway 72, serving all intermediate points; (63) between the Illinois-Indiana State line and Dixon, Ill., over U.S. Highway Alternate 30, serving all intermediate points and the off-route points of Lansing, Lombard, West Chicago, Villa Park, and Glenelg, Ill.; (64) between Mount Carroll and Peoria, Ill., over Illinois Highway 88, serving all intermediate points; (65) between the Illinois-Wisconsin State line and junction Illinois Highways 26 and 29 at Peoria, Ill., over Illinois Highway 26, serving all intermediate points, and the off-route points of Lena and Pocatonia, Ill.; (66) between Ohio, Ill., and Peoria, Ill., from Ohio over Illinois Highway 92 to junction Illinois Highway 89, thence over Illinois Highway 89 to junction Illinois Highway 116, thence over Illinois Highway 116 to Peoria, and return over the same route, serving all intermediate points and the one off-route points of Lena and Pocatonia, Ill.; (67) between Illinois-Indiana State line and Altona, Ill., from the Illinois-Indiana State line over Illinois Highway 17 to

junction U.S. Highway 34, thence over U.S. Highway 34 to Altona, and return over the same route, serving all intermediate points and the off-route points of Toluca, and Wyoming, Ill. Note: If a hearing is deemed necessary, applicant requests it be held at Davenport, Iowa, or Springfield, Ill.

No. MC 121645 (Sub-No. 1), filed November 4, 1969. Applicant: POTASH-NICK TRUCK SERVICE, INC., Post Office Box 214, Arkansas Highway No. 77 North, West Memphis, Ark. 72301. Applicant's representative: Eugene N. Potashnick, 107 West Gladys Street, Sikeston, Mo. 63801. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: General commodities, between Memphis, Tenn., and points in Shelby County, Tenn. Note: If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn., or Little Rock, Ark.

No. MC 123048 (Sub-No. 166), filed November 10, 1969. Applicant: DIAMOND TRANSPORTATION SYSTEM, INC., 1919 Hamilton Avenue, Racine, Wis. 53401. Applicant's representatives: Paul C. Gartzke, 121 West Doty Street, Madison, Wis. 53703, Paul L. Martinson (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Tractors (except truck tractors), agricultural machinery and implements, industrial and construction machinery and equipment, snowmobiles, equipment designed for use in connection with tractors, trailers designed for the transportation of the commodities described above, attachments for commodities described above, internal combustion engines, and parts and accessories of the commodities described herein, from Philadelphia, Pa., to points in the United States except Alaska and Hawaii. Restricted to shipments originating at the plant, warehouse sites and shipping points of Massey-Ferguson, Inc., its affiliates and subsidiaries. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 123487 (Sub-No. 7), filed November 3, 1969. Applicant: HENRY HAMEL AND NORMAND E. HAMEL, a partnership, doing business as HAMEL TRANSP. CO., R.F.D. No. 1, River Road, Suncook, N.H. Applicant's representative: Michael McDowell Lonergan, 9 Capitol Street, Concord, N.H. 03301. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Granite, (1) between Concord, N.H., on the one hand, and, on the other, points in Maine, New Hampshire, Massachusetts, Rhode Island, Connecticut, and Vermont, and (2) between Vinalhaven, Maine; Woodbury, Vt.; Barre, Vt.; Ogunquit, Maine; North Berwick, Maine; Bethel, Vt.; Rutland, West Rutland, and Proctor, Vt.; Chelmsford, Mass.; Providence, R.I.; and Rockland, Maine; on the one hand, and, on the other, points in Maine, New Hampshire, Massachusetts, Rhode Island, Connecticut, and Vermont, restricted to traffic moving under continuing contract or contracts

with the John Swenson Granite Co., Inc., in (1) and (2) above. NOTE: If a hearing is deemed necessary, applicant requests it be held at Concord, N.H., or Boston, Mass.

No. MC 124078 (Sub-No. 416), filed November 13, 1969. Applicant: SCHWERMANN TRUCKING CO., a corporation, 611 South 28th Street, Milwaukee, Wis. 53246. Applicant's representative: James R. Ziperski (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia*, (1) from the storage facilities of Central Farmers Fertilizer Co. located at or near Frankfort, Ind., to points in Illinois, Indiana, Michigan, and Ohio; and (2) from the storage facilities of Central Farmers Fertilizer Co. at or near Cowden, Ill., to points in Illinois, Indiana, Iowa, and Missouri. NOTE: Applicant states that the requested authority can be tacked with its existing authority but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Cleveland, Ohio.

No. MC 124078 (Sub-No. 417), filed November 13, 1969. Applicant: SCHWERMANN TRUCKING CO., a corporation, 611 South 28th Street, Milwaukee Wis. 53246. Applicant's representative: Richard H. Prevette (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Salt cake* (crude sulphate of soda), in bulk, from Coosa Pines, Ala., to Atlanta, Ga. NOTE: Applicant states that the requested authority can be tacked with its existing authority but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 125254 (Sub-No. 7) (Correction), filed November 3, 1969, published in FEDERAL REGISTER issue of December 4, 1969, corrected November 18, 1969, and republished as corrected this issue. Applicant: DONALD L. MORGAN, doing business as MORGAN TRUCKING CO., Post Office Box 714, Muscatine, Iowa 52761. 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: (1) *Metal furniture*, in boxes or crates, from Muscatine, Iowa, to points in Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota,

and Wisconsin and (2) *materials, equipment, and supplies*, used or useful in the manufacture and distribution of metal furniture, from points in Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, and Wisconsin, to Muscatine, Iowa. NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. The purpose of this republication is to more clearly describe authority sought in (2) above. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 125777 (Sub-No. 131), filed November 7, 1969. Applicant: JACK GRAY TRANSPORT, INC., 4600 East 15th Avenue, Gary, Ind. 46403. Applicant's representative: Carl L. Steiner, 39 South La Salle Street, Chicago, Ill. 60603. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Salt*, in bulk, from Chicago, Ill., to points in the Lower Peninsula of Michigan. 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 126526 (Sub-No. 2), filed November 6, 1969. Applicant: FAIRBANKS MIDWEST TRUCK LINES, INC., 200 National Bank of Alaska Building, Juneau, Alaska 99801. Applicant's representative: Clayte Binion, 1108 Continental Life Building, Fort Worth, Tex. 76102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *classes A and B explosives*, between Rapid City, S. Dak., on the one hand, and, on the other, points in Alaska. NOTE: Applicant states it proposes to interchange or interline classes A and B explosives with other common carrier at Rapid City, S. Dak., for the handling of classes A and B explosives under the authority requested. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Fort Worth, Tex., or Washington, D.C.

No. MC 126806 (Sub-No. 5), filed November 17, 1969. Applicant: MARRONE TRUCK RENTALS, INC., 2568 Route 22, Union, N.J. 07083. Applicant's representative: Charles J. Williams, 47 Lincoln Park, Newark, N.J. 07102. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Steel rods, steel bars, and steel coils*, (1) from Hillside, N.J., to Wytheville, Va., Chicago and Rockford, Ill.; Gary, Ind.; Detroit, Mich.; points in Erie, Monroe (except Rochester), and Onondaga Counties, N.Y.; and points in Massachusetts (except Suffolk and Norfolk Counties), and returned shipments from the above-described destinations to Hillside, N.J., and (2) between Hillside, N.J., on the one hand, and, on the other, points in Pennsylvania and Ohio (except from Hillside, to Youngstown and Troy), under a continuing contract, or contracts with U. N. Alloy Steel Corp. NOTE: Applicant states that it now holds in permit

MC 126806 (Sub-No. 2) authority to transport the involved commodities between Hillside, N.J., and Philadelphia, Pa., restricted to traffic having a prior movement by water. Applicant further states that no duplicating authority is being sought. If a hearing is deemed necessary, applicant requests it be held at Newark, N.J., or New York, N.Y.

No. MC 126822 (Sub-No. 30), filed November 10, 1969. Applicant: PASSAIC GRAIN AND WHOLESALE COMPANY, INC., Post Office Box 23, Passaic, Mo. Applicant's representative: Warren H. Sapp III, 450 Professional Building, Kansas City, Mo. 64106. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Hides, skins, pelts, and pieces thereof*, from the plantsite and storage facilities of National Beef Packing Co. at or near Liberal, Kans., to points in the United States (except Alaska and Hawaii). NOTE: Applicant states that the requested authority cannot be tacked. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 127038 (Sub-No. 5), filed November 3, 1969. Applicant: SAM N. COLE, doing business as ALABAMA-GEORGIA EXPRESS, Post Office Box 6608, 2616 Commerce Boulevard, Birmingham, Ala. 35210. Applicant's representative: John W. Cooper, 1301 City Federal Building, Birmingham, Ala. 35203. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value) classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment, between Birmingham, Ala., and Jackson, Miss., from Birmingham over U.S. Highway 11 (also Interstate Highway 20) to Meridian, Miss., thence over U.S. Highway 80 (also Interstate Highway 20) to Jackson, and return over the same routes, serving the intermediate point of Meridian, Miss. NOTE: If a hearing is deemed necessary, applicant requests it be held at Birmingham, Ala., or Jackson, Miss.

No. MC 127186 (Sub-No. 4) (Correction), filed September 8, 1969, published in the FEDERAL REGISTER issue of November 27, 1969, and republished in part, as corrected, this issue. Applicant: PAUL P. LANIER, Post Office Box 492, Ironton, Ohio 45638. Applicant's representative: Charles F. Dodrill, 600 Fifth Avenue, Post Office Box 1824, Huntington, W. Va. 25719. NOTE: The purpose of this partial republication is solely to include South Carolina in the destination territory in Item 2(c) which State was inadvertently omitted in the previous publication. The rest of the application remains as previously published.

No. MC 127274 (Sub-No. 19), filed November 1969. Applicant: SHERWOOD TRUCKING, INC., 1517 Hoyt Avenue, Muncie, Ind. 47302. Applicant's representative: Donald W. Smith, 900 Circle Tower Building. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Glassware and glass containers*,

and closures thereof, from Dunkirk, Fort Wayne, Muncie, and Anderson, Ind., to points in Arkansas, Mississippi, Georgia, North Carolina, and South Carolina; and (2) returned shipments of glassware, glass containers, and closures thereof, and pallets, from the destination points named in (1) above, to Dunkirk, Fort Wayne, Muncie, and Anderson, Ind. **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 Indianapolis, Ind.

No. MC 127705 (Sub-No. 31), filed November 3, 1969. Applicant: KREVEDA BROS. EXPRESS, INC., Post Office Box 68, Gas City, Ind. 46933. Applicant's representative: Donald W. Smith, 900 Circle Tower, Indianapolis, Ind. 46204. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Glass containers and closures thereof*, from Mundelein, Ill., to points in Maryland, Pennsylvania, New York, and New Jersey. **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 Indianapolis, Ind.

No. MC 127840 (Sub-No. 24), filed November 14, 1969. Applicant: MONTGOMERY TANK LINES, INC., 812 Maple, Willow Springs, Ill. 60480. Applicant's representative: William H. Towle, 33 North Dearborn Street, Chicago, Ill. 60602. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Vegetable oils*, in bulk, from Des Moines, Iowa, to points in Alabama, Arkansas, California, Colorado, Connecticut, Florida, Georgia, Idaho, Illinois, Indiana, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Dakota, Texas, Washington, and Wisconsin. **NOTE:** Applicant states that it intends to tack the proposed authority with the authority under MC 127840 and Subs 1 and 5, wherein applicant is authorized to serve points in Colorado, Connecticut, Delaware, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Nebraska, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, and the District of Columbia. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 127853 (Sub-No. 2), filed October 29, 1969. Applicant: COMMERCE CONSULTANTS CORPORATION, 850 Charles Street, Gloucester, N.J. Applicant's representative: Leonard A. Jaskiewicz, 1730 M Street NW., Washington, D.C. 20036. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment),

between the warehouse facilities of John-Jeffery Corp. at or near Gloucester City, N.J., on the one hand, and, on the other, points in Virginia, under contract with John-Jeffery Corp. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 128256 (Sub-No. 5), filed November 10, 1969. Applicant: O. W. BLOSSER, doing business as BLOSSER TRUCKING, 215 North Main Street, Middlebury, Ind. 46540. Applicant's representative: Alki E. Scopelitis, 816 Merchants Bank Building, Indianapolis, Ind. 46204. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Hardboard, insulation board, plywood and particleboard, parts, materials, supplies, and accessory items* necessary for the installation thereof, from the plant and warehouse sites of the Abitibi Corp. in Wilkes County, N.C., to points in Alabama, Arkansas, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Vermont, Virginia, West Virginia, and Wisconsin; and (2) *materials, equipment, and supplies* used in the manufacture of the commodities set forth in (1) above and *parts, materials, supplies, and accessory items* incidental to the transportation and installation thereof, from points in Alabama, Arkansas, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Vermont, Virginia, West Virginia, and Wisconsin to the plant and warehouse sites of the Abitibi Corp. in Wilkes County, N.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 at Washington, D.C.

No. MC 129032 (Sub-No. 4), filed October 6, 1969. Applicant: TOM INMAN TRUCKING, INC., 6015 South 59th West Avenue, Post Office Box 7608, Tulsa, Okla. 74107. Applicant's representative: Tom Inman, Post Office Box 7608, Tulsa, Okla. 74107. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Glass containers* not over 1 gallon capacity in truck loads, between Sapulpa, Okla., on the one hand, and, on the other, points in Wyoming, Montana, Washington, Oregon, Idaho, Utah, and Nevada. **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 Tulsa or Oklahoma City, Okla.

No. MC 129100 (Sub-No. 1) (Amendment), filed August 24, 1967, published in the FEDERAL REGISTER issues of September 14, 1967, and October 5, 1967, and republished as amended, this issue. Applicant: PACKAGE DELIVERY SERVICE CO. (reentitled), UNITED PARCEL SERVICE, INC. (Ohio-Corp.), 300 North Second Street, St. Charles, Ill. 60170. Applicant's representative: S. Harrison Kahn, Suite 733, Investment Building, Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between points in Wyoming, Colorado, and New Mexico. **NOTE:** Applicant states it will tack the requested authority with its existing authority and with its pending application under MC 115495 (Sub-No. 16), if and when it is granted. Applicant also states that it intends to interline with its affiliated company United Parcel Service, Inc., of New York, N.Y. Restrictions: (1) No service shall be rendered in the transportation of any package or article weighing more than 50 pounds or exceeding 108 inches in length and girth combined, and each package or article shall be considered as a separate and distinct shipment; (2) no service shall be rendered between department stores, specialty shops, and retail stores and the branches or warehouses of such stores; or between department stores, specialty shops, and retail stores or the branches or warehouses thereof, on the one hand, and, on the other, the premises of the customers of such stores; and (3) no service shall be provided in the transportation of packages or articles weighing in the aggregate more than 100 pounds from one consignor at one location to one consignee at one location on any one day. The purpose of this republication is to reflect the substitution of applicant, also to reflect a change in the territorial scope and restrictions in the application. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 129100 (Sub-No. 2) (Amendment) filed January 27, 1969, published in the FEDERAL REGISTER issue of February 6, 1969, and republished as amended this issue. Applicant: PACKAGE DELIVERY SERVICE CO. (reentitled), UNITED PARCEL SERVICE, INC. (Ohio-Corp.), 300 North Second Street, St. Charles, Ill. 60170. Applicant's representative: S. Harrison Kahn, Suite 733, Investment Building, Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those

injurious or contaminating to other lading), between points in Wyoming, Colorado, and New Mexico, on the one hand, and, on the other, points in South Dakota, Nebraska, Kansas, Oklahoma, and Texas. **NOTE:** Applicant states that the requested authority will be tacked with its existing authority and with its pending application under MC 115494 (Sub-No. 16), if and when it is granted. Applicant further states that it intends to interline with its affiliated company United Parcel Service, Inc., of New York, N.Y. Restrictions: (1) No service shall be rendered in the transportation of any package or article weighing more than 50 pounds or exceeding 108 inches in length and girth combined, and each package or article shall be considered as a separate and distinct shipment; (2) no service shall be rendered between department stores, specialty shops, and retail stores and the branches or warehouses of such stores; or between department stores, specialty shops, and retail stores or the branches or warehouses thereof, on the one hand, and, on the other, the premises of the customers of such stores; and (3) no service shall be provided in the transportation of packages or articles weighing in the aggregate more than 100 pounds from one consignee at one location to one consignee at one location on any one day. The purpose of this republication is to reflect the substitution of applicant, also to reflect a change in the territorial scope and restrictions in the application. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 129307 (Sub-No. 29), filed November 5, 1969. Applicant: McKEE LINES, INC., 664 54th Avenue, Mattawan, Mich. 49071. Applicant's representative: Gene R. Prokuski (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from the plantsite and warehousing facilities of Pet, Inc., Frozen Foods Division, Allentown, Pa., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia. **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. Applicant holds a pending contract application under MC 119394, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 129594 (Sub-No. 2), filed October 29, 1969. Applicant: TRIPLE "D" CARTAGE, INC., 251 18th Street SE., Mason City, Iowa 50401. Applicant's representative: Clayton L. Wornson, 824 Brick and Tile Building, Mason City, Iowa 50401. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise as is dealt in by wholesale, retail and chain grocery and food business houses and in connection therewith, equipment, materials, and supplies used in the conduct of such business*; (a) from Mason City, Iowa, to Litchfield and St.

Cloud, Minn., and points in Minnesota south of Minnesota Highway 19 (except Albert Lea, Ceylon, Gordonville, and Elmore, Minn.); and (b) from Owatonna, Rochester, Sleepy Eye, Waseca, and Wells, Minn., to Mason City, Iowa, under contract with Consolidated Foods Corp. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Mason City or Des Moines, Iowa.

No. MC 133123 (Sub-No. 1), filed November 13, 1969. Applicant: RUJAC TRUCKING CORP., 43-30 24th Street, Long Island City, N.Y. 11101. Applicant's representative: Morris Honig, 150 Broadway, New York, N.Y. 10038. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Electrical goods*, (1) from Baltimore (Arbutus) Md., to points in Maryland, Delaware, Virginia, West Virginia, Ohio, Pennsylvania, and the District of Columbia, and (2) from New York, N.Y., to points in New Jersey on and south of New Jersey Highway 33, under contract with Matsushita Electric Corporation of America. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 133233 (Sub-No. 10), filed November 7, 1969. Applicant: CLARENCE L. WERNER, doing business as WERNER ENTERPRISES, 805 32d Avenue, Council Bluffs, Iowa 51501. Applicant's representative: Einar Viren, 904 City National Bank Building, Omaha, Nebr. 68102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fish food*, from Buhl, Idaho, to points in Washington, Montana, and Oregon, and points north of the Salmon River in Idaho, under contract with Rangen, Inc., located at Buhl, Idaho. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr., or Boise, Idaho.

No. MC 133357 (Sub-No. 2), filed November 6, 1969. Applicant: THOMAS VINCENT MILLER, 9024 Branch Avenue, Clinton, Md. 20735. Applicant's representative: S. Harrison Kahn, Suite 733, Investment Building, Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from points in Prince Georges, Anne Arundel, Saint Marys, and Charles Counties, Md., to points in Pennsylvania, Delaware, New Jersey, New York, and the District of Columbia. **NOTE:** Applicant states it does not intend to tack. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 133631 (Sub-No. 2) (Clarification), filed October 6, 1969, published in FEDERAL REGISTER issue of November 6, 1969, clarified November 17, 1969, and republished as clarified, this issue. Applicant: AAA DELIVERY SYSTEM, INC., Post Office Box 1148, Flint, Mich. 48501. Applicant's representative: Walter N. Bieneman, Suite 1700, 1 Woodward Avenue, Detroit, Mich. 48226. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Paint and paint test sam-*

ples, color panels, and communication media (orders, reports, business forms, memorandum, etc.), (1) between Toledo, Ohio, on the one hand, and, on the other, Detroit, Pontiac, and Flint, Mich., and (2) between Flint, Mich., on the one hand, and, on the other, Detroit, Mich., and Toledo, Ohio. Restrictions: (a) To shipments of 50 pounds or less; (b) to a maximum of 500 pounds per vehicle at any one time and (c) to transportation between plants and facilities of E. I. du Pont de Nemours & Co.; and transportation between said du Pont plants and facilities, on the one hand, and, on the other, Detroit Metropolitan Airport. **NOTE:** The purpose of this republication is to reflect two additional restrictions, shown as (a) and (b) above. If a hearing is deemed necessary, applicant requests it be held at Lansing, Mich.

No. MC 133794 (Sub-No. 1) (Amendment), filed August 6, 1969, published in the FEDERAL REGISTER of August 18, 1969, and republished as amended, this issue. Applicant: CONVERTERS TRANSPORTATION, INC., Garnerville Terminal, Box 351, Garnerville, N.Y. 10923. Applicant's representative: William D. Traub, 10 East 40th Street, New York, N.Y. 10016. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Piece goods and such commodities as are used in the dyeing or finishing of piece goods*, between the plantsite of Elk Piece Dye Works, Inc., Garnerville, N.Y., on the one hand, and, on the other, points in Bergen, Essex, Hudson, Union, and Passaic Counties, N.J., and New York, N.Y., under contract with Elk Piece Dye Works, Inc. **NOTE:** The purpose of this republication is to include New York, N.Y., as a destination point. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 133845 (Sub-No. 1), filed November 17, 1969. Applicant: ANTHONY COLANGELO, doing business as COLE TRUCKING COMPANY, 200 West 16th Street, New York, N.Y. 10015. Applicant's representative: Morris Honig, 150 Broadway, New York, N.Y. 10038. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Wearing apparel* from points in the Harbor area of New York, N.Y., and Port Newark and Port Elizabeth, N.J., and from all airports in New York, N.Y., to Carlstadt, N.J., restricted to shipments having a prior movement by air or water, under contract with Tri-Sports Wear, Inc. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 133927 (Sub-No. 1), filed November 14, 1969. Applicant: GUY & FORTIN, INC., 42 Rue de l'Eglise, St. Pamphile, Cte. L'Islet, Quebec, Canada. Applicant's representative: Frank J. Weiner, 6 Beacon Street, Boston, Mass. 02108. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from ports of entry on the international boundary line between the United States and Canada located in Maine, New Hampshire, Vermont, and New York, to

points in Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and the District of Columbia. Restrictions: (1) Restricted to traffic originating at points in L'Islet County, Quebec, Canada, and (2) Restricted to a transportation service to be performed under a contract or continuing contracts with Les Matériaux Blanchet, Inc., St. Pamphile, L'Islet County, Quebec, Canada, and Lagueux & Freres, Inc., Ville St. Pamphile, L'Islet County, Quebec, Canada. NOTE: If a hearing is deemed necessary, applicant requests it be held at Augusta, Maine, or Boston, Mass.

No. MC 134003 (Sub-No. 1), filed November 10, 1969. Applicant: JOHN A. JENKINS, doing business as JENKINS PRODUCE, 1301 Hundley Drive, Huntsville, Ala. 35801. Applicant's representative: John W. Cooper, 1301 City Federal Building, Birmingham, Ala. 35203. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fresh and frozen poultry, poultry products and poultry by-products, including precooked poultry products, from points in Marshall County, Ala., Cherokee County, and Clarke County, Ga., to points in California.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Birmingham, Ala., or Atlanta, Ga.

No. MC 134005 (Sub-No. 1), filed August 29, 1969. Applicant: WALTER VANDERYACHT, Route 1, Box 387, Ferndale, Wash. 98248. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Horses, other than ordinary, and, in the same vehicle with such horses, stable supplies and equipment used in their care and exhibition, mascots and personal effects of attendants, trainers, and exhibitors, between points in Washington, Oregon, and California.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 134069 (Sub-No. 2), filed November 10, 1969. Applicant: BILL E. DUPREE, doing business as BILL DUPREE TRANSPORT, 1318 Hickory, Post Office Box 1113, Deming, N. Mex. 88030. Applicant's representative: V. Lee Vesely, Post Office Box 1056, Silver City, N. Mex. 88061. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *All dairy products exempt or nonexempt requiring refrigeration, including but not limited to butter, oleo, cottage cheese, cream cheese, chocolate milk, ice milk, ice cream, frozen novelties, juices (orange or other citrus), juices (fruit, plain or concentrated), animal fats, not by tank vehicles, but in refrigerated vans, from El Paso, Tex., to points in New Mexico; under contract with Prices Creameries, Inc.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Deming or Silver City, N. Mex., or El Paso, Tex.

No. MC 134129 (Sub-No. 2) (Amendment), filed October 28, 1969, published FEDERAL REGISTER issue of November 27, 1969, amended and republished as

amended this issue. Applicant: WILLIAM A. LONG, Bealeton, Va. 22712. Applicant's representative: Daniel B. Johnson, 716 Perpetual Building, 1111 E Street NW., Washington, D.C. 20004. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) *Culvert pipe, culvert sectional plate and couplings, and coatings for culvert pipe and sections, from Cessna, Pa., to Bealeton, Va., (2) culvert banding and coupling material, coatings, and steel plates used in the manufacture of culvert pipe and couplings, from Bealeton, Va., to Cessna, Pa., and (3) steel coil, from the plantsite of Bethlehem Steel Corp., at Sparrows Point, Md., to Cessna, Pa., under contract with Lane Jumata, Inc., of Bedford, Pa., and its affiliate Lane Penn Carva, Inc., of Bealeton, Va., in connection with (1) through (3) above.* NOTE: The purpose of this publication is to change the origin and destination point from Bedford, Pa., to Cessna, Pa. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 134139, filed November 10, 1969. Applicant: COASTAL TRUCKING COMPANY, INC., 1801 Selma Avenue, Selma, Ala. 36701. Applicant's representative: Cecil C. Jackson, Jr., 519 Lauderdale Street, Post Office Box 1304, Selma, Ala. 36701. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) *Clothing, manufactured under contract with the Department of Defense, U.S. Government, between the plantsites of Coastal Industries, Inc., Selma, Ala., and Choctaw Manufacturing Co., Inc., Silas, Ala., to points in Alabama, Arizona, Arkansas, California, Colorado, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Mississippi, Nevada, New Mexico, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Texas, Utah, Virginia, and West Virginia; and (2) materials used in the manufacturing of end products, from destination points in (1) above to origin points in (1) above, under contract with Coastal Industries, Inc., Selma, Ala., and Choctaw Manufacturing Co., Inc., Silas, Ala.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Selma, Montgomery, or Birmingham, Ala.

No. MC 134156, filed November 10, 1969. Applicant: JOSEPH H. LEONARD, doing business as JOSEPH D. LEONARD, TRUCKING CO., 504 McCellen Street, Box 271, Bluff City, Tenn. 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: *Used clothing and rags, from New York, N.Y., to El Paso, McAllen, and Laredo, 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 New York, N.Y.

No. MC 134160, filed November 14, 1969. Applicant: SAVOIE EXPRESS, INC., Post Office Box 40, Manseau, Nicolet County, Quebec, Canada. Applicant's representative: Frank J. Weiner, 6 Bea-

con Street, Boston, Mass. 02108. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Lumber, from ports of entry on the international boundary line between the United States and Canada, located in Maine, New Hampshire, Vermont, and New York, to points in Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, and Delaware, restricted to traffic originating at points in Nicolet County, Quebec, Canada.* NOTE: Applicant states it does not intend to tack. If a hearing is deemed necessary, applicant requests it be held at Augusta, Maine, Montpelier, Vt., or Boston, Mass.

No. MC 134165, filed November 17, 1969. Applicant: P. B. CROWELL, JR., AND CHARLES E. REED, a partnership, doing business as CROWELL AND REED, 103 First Avenue South, Franklin, Tenn. 37064. Applicant's representative: Richard D. Gleaves, 833 Stahlman Building, Nashville, Tenn. 37201. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Cooked and/or precooked poultry; (1) from Shelbyville and points in Bedford County, Tenn., to points in the continental United States (except Alaska); and (2) from Newberry, S.C.; Nebraska City, Nebr.; Carroll, Iowa; and Berryville, Ark.; to Shelbyville and points in Bedford County, Tenn.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn.

MOTOR CARRIERS OF PASSENGERS

No. MC 134140, filed October 24, 1969. Applicant: ALGAR COACH LINES, LIMITED, a corporation, 77 Durham Street West, Lindsay, Ontario, Canada. Applicant's representative: S. Harrison Kahn, Suite 733, Investment Building, Washington, D.C. 20005. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage in the same vehicle, in special and charter operations in round trip sight-seeing and pleasure tours, beginning and ending at ports of entry on the United States-Canada boundary line and extending to points in the United States, including Alaska, but excepting Hawaii.* NOTE: If a hearing is deemed necessary, applicant requests it be held at Buffalo, N.Y.

APPLICATIONS OF FREIGHT FORWARDERS

No. FF-329 (Sub-No. 4) (T n' T, INC., Extension-Florida), filed November 18, 1969. Applicant: T n' T, INC., a corporation, 4000 West Sample Street, South Bend, Ind. 46621. Applicant's representative: Charles M. Pieroni (same address as applicant). Authority sought under section 410, Part IV of the Interstate Commerce Act, for a permit to extend operation as a freight forwarder, in interstate or foreign commerce, through use of the facilities of common carriers by railroad, water, air, or motor vehicle in the transportation of: *Motor vehicles, trailers designed to be drawn by motor vehicles, mobile homes, commercial*

coaches, campers, marine vehicles, recreational equipment, and camper bodies designed for installation on motor vehicles, between points in Florida, on the one hand, and, on the other, points in the United States, including Alaska and Hawaii.

No. FF-329 (Sub-No. 5) (T n' T, INC., Extension-Northwest), filed November 18, 1969. Applicant: T n' T, INC., a corporation, 4000 West Sample Street, South Bend, Ind. 46621. Applicant's representative: Charles M. Pieroni (same address as applicant). Authority sought under section 410, Part IV of the Interstate Commerce Act, for a permit to extend operation as a *freight forwarder*, in interstate or foreign commerce, through the use of the facilities of common carriers by railroad, water, air, or motor vehicle in the transportation of: *Motor vehicles, trailers designed to be drawn by motor vehicles, mobile homes, commercial coaches, campers, marine vehicles, recreational equipment, and camper bodies designed for installation on motor vehicles*, between points in Idaho, Oregon, Utah, and Washington, on the one hand, and, on the other, points in the United States, including Alaska and Hawaii.

No. FF-381 (NEPTUNE THRU-CONTAINER CORP. Freight Forwarder Application), filed November 13, 1969. Applicant: NEPTUNE THRU-CONTAINER CORP., 55 Weyman Avenue, New Rochelle, N.Y. 10805. Applicant's representative: S. S. Eisen, 140 Cedar Street, New York, N.Y. 10006. Authority sought under section 410, Part IV of the Interstate Commerce Act, for a permit to continue operation as a *freight forwarder*, in interstate or foreign commerce, through use of the facilities of common carriers by railroad, express, water, air, or motor vehicle in the transportation of: (1) *Household goods* as defined by the Commission; (2) *used automobiles* restricted to the movement of privately owned automobiles of a householder when involving a change of residence; and (3) *unaccompanied baggage*, between points in the United States, including Alaska and Hawaii.

APPLICATION FOR BROKERAGE LICENSE

No. MC 130103, filed November 10, 1969. Applicant: MUSIKER STUDENT TOURS, INC., 101 The Intervale, Roslyn Estates, Long Island, N.Y. 11576. Applicant's representative: Robert E. Goldstein, 8 West 40th Street, New York, N.Y. 10018. Authority sought to operate as a carrier, by motor vehicle, over routes, transporting: For a license (BMC 5) to engage in operations as a *broker* at Roslyn Estates, Long Island, N.Y., in arranging for transportation by motor vehicle, in interstate or foreign commerce of *passengers and their baggage* in round trip all-expense tours, as individuals and groups, in charter operations, beginning and ending at Denver, Colo.; Los Angeles and San Francisco, Calif.; Seattle, Wash.; Phoenix, Ariz.; and New Orleans, La.; and extending to points in the United States.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN REQUESTED

No. MC-108398 (Sub-No. 39), filed November 6, 1969. Applicant: RINGSBY-PACIFIC LTD., a corporation, 3201 Ringsby Court, Denver, Colo. 80216. Applicant's representative: Eugene Hamilton (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, commodities in bulk, household goods as defined by the Commission, and commodities requiring special equipment), between junction U.S. Highway 97 and Oregon Highway 58 (about 81 miles north of Klamath Falls, Ore.) and Maryhill and Spokane, Wash., as follows: (a) From junction U.S. Highway 97 and Oregon Highway 58, over U.S. Highway 97 to Biggs, Ore., thence across bridge over the Columbia River to Maryhill, Wash.; and (b) from junction U.S. Highway 97 to Oregon Highway 58 over U.S. Highway 97 to Biggs, Ore., thence over U.S. Highway 30 to Boardman, Ore., thence over Washington Highway 14 to Pasco, Wash., thence over U.S. Highway 395 to Spokane, Wash., and return over the same routes, as alternate routes for operating convenience only in connection with (a) and (b) above, serving no intermediate points, and serving the junction of U.S. Highway 97 and Oregon Highway 58 for the purpose of joinder only with carrier's regular route operations between San Francisco, Calif., and Portland, Ore., and serving Maryhill for the purpose of joinder only with carrier's regular route between Portland, Ore., and Spokane, Wash. NOTE: Common control may be involved.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 60-14673; Filed, Dec. 10, 1969;
8:45 a.m.]

[Notice 955]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

DECEMBER 3, 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 2900 (Sub-No. 185 TA), filed December 1, 1969. Applicant: RYDER TRUCK LINES, INC., 2050 Kings Road, Jacksonville, Fla. 32203. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Carbon black* (except in bulk), from the plantsite of the Cabot Corp. located at or near Tate Cove, La., to points in Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Michigan (Lower Peninsular), New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Tennessee (except Memphis), Virginia, Wisconsin, and St. Louis, Mo., and its commercial zone, for 180 days. NOTE: Applicant does not intend to tack. Supporting shipper: Cabot Corp., 125 High Street, Boston, Mass. 02110. 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 96784 (Sub-No. 6 TA), filed December 1, 1969. Applicant: SVENSSON FREIGHT LINES, 800 Pacific Avenue, Yuma, Ariz. 85364. Applicant's representative: Warren A. Goff, Sterick Building, Room 2111, Memphis, Tenn. 38103. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, and commodities requiring special equipment, between Yuma, Ariz., and Phoenix, Ariz., over U.S. Highway 80, serving all intermediate points, serving Roll and Hyder, Ariz., and points within a 30-mile radius of Yuma, Roll, and Hyder, Ariz., as off-route points, for 180 days. NOTE: Applicant intends to tack with MC 96784 Sub 3, and interline with all carriers serving Phoenix or Yuma, Ariz. Supporting shippers: There are approximately 100 statements of support attached to the application, which may be examined here at the Interstate Commerce Commission in Washington, D.C., or copies thereof which may be examined at the field office named below. Send protests to: Andrew V. Baylor, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 3427 Federal Building, Phoenix, Ariz. 85025.

No. MC 111748 (Sub-No. 16 TA), filed December 1, 1969. Applicant: WILLIAMS MOVING & STORAGE CO., INC., Tarkio, Mo. 64491. Applicant's representative: Frederick J. Coffman, 521 South 14th, Lincoln, Nebr. 68508. 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, C, and D of appendix I to the report in the Descriptions Case 61 M.C.C. 209 and 766 (except commodities in bulk and except hides), from points in Omaha, Nebr.-Council Bluffs, Iowa, commercial zone to points in Nebraska, Kansas, and Missouri, for 180 days. Supporting shipper: Beefland International, Inc., 2700 23d Avenue, Council Bluffs, Iowa 55501. Send protests to: Vernon V. Coble, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 1100 Federal Office Building, 911 Walnut Street, Kansas City, Mo. 64106.

No. MC 115524 (Sub-No. 12 TA), filed December 1, 1969. Applicant: WILLIAM P. BURSCH, doing business as BURSCH TRUCKING, 4130 Edith Boulevard NE., Albuquerque, N. Mex. 87107. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Particleboard*, between points in New Mexico on the one hand, and, on the other hand, points in Arizona, Arkansas, Colorado, Kansas, Missouri, Oklahoma, Texas, and Utah, *resin and wax emulsion*, between points in Texas and New Mexico, for 180 days. Supporting shippers: Duke City Lumber Co., Inc., Post Office Box 1364, Albuquerque, N. Mex. 87103; Mexwood Products, Inc., Post Office Box 813, Albuquerque, N. Mex. 87103. Send protests to: William R. Murdoch, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 10515 Federal Building, U.S. Courthouse, Albuquerque, N. Mex. 87101.

No. MC 118127 (Sub-No. 14 TA), filed December 1, 1969. Applicant: HALE DISTRIBUTING COMPANY, INC., 914 South Vall Avenue, Montebello, Calif. 90640. Applicant's representative: William J. Augello, Jr., 103 Fort Salonga Road, Northport, N.Y. 11768. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes,

transporting: *Frozen soft pretzels and pretzel ovens*, from Hagerstown and Smithsburg, Md., and Ephrata, Pa., to points in Orange County, Calif., and Portland, Oreg.; (2) *frozen bakery products*, from Marysville, Pa., to points in California; Phoenix, Ariz.; Albuquerque, N. Mex.; Denver, Colo.; Seattle, Wash.; and Portland, Oreg., for 180 days. Supporting shippers: Snyder Soft Pretzel Corp., 539 West Howard Street, Hagerstown, Md. 21740; Lady Fingers, Marysville, Pa. 17053. Send protests to: District Supervisor John E. Nance, Interstate Commerce Commission, Bureau of Operations, Room 7708, Federal Building, 300 North Los Angeles Street, Los Angeles, Calif. 90012.

No. MC 123383 (Sub-No. 43 TA), filed December 1, 1969. Applicant: BOYLE BROTHERS, INC., 276 River Road, Edgewater, N.J. 07020. 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: *Fireplace logs*, from Orange, Va., to points in Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, and the District of Columbia, restricted to traffic originating at the plantsite of the Old Kentucky Fireplace Log Co., Orange, Va., for 180 days. Supporting shipper: Atlantic Marketing Services, Inc., 26 Roosevelt Street, Roseland, N.J. Send protests to: District Supervisor Joel Morrows, Bureau of Operations, Interstate Commerce Commission, 970 Broad Street, Newark, N.J. 07102.

No. MC 128732 (Sub-No. 6 TA), filed November 28, 1969. Applicant: TRANSPORTATION UNLIMITED OF CALIFORNIA, INC., 1521 San Ysidro Street, Beverly Hills, Calif. Applicant's representative: Harry Ross, 820 Warner Building, Washington, D.C. 20004. Authority

sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts, and articles distributed by meat packinghouses*, from Harlan, Denison, Sioux City, Iowa Falls, Oakland, Perry, Marshalltown, Storm Lake, Des Moines, Waterloo, Columbus Junction, Davenport, Cherokee, and Sioux Center, Iowa; York, Omaha, and Dakota City, Nebr.; Madison, Wis.; and Fort Morgan, Colo.; to points in California, for 180 days. Supporting shipper: Hoffman Brothers Packing Co., Inc., 2731 South Soto Street, Los Angeles, Calif. 90023. Send protests to: Robert G. Harrison, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 7708, Federal Building, 300 North Los Angeles Street, Los Angeles, Calif. 90012.

No. MC 134178 TA, filed December 1, 1969. Applicant: HENRY G. NELSEN, INC., 1548 Locust Street, Avoca, Iowa 51521. Authority sought to operate as a *contract 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 except commodities in bulk, tank vehicles, and except hides, from points in the Omaha, Nebr., and Council Bluffs, Iowa, commercial zone to points in Illinois, Indiana, Michigan, and Ohio, for 180 days. Supporting shipper: Beefland International Inc., 2700 North 23d Avenue, Council Bluffs, Iowa 51501. Send protests to: K. P. Kohrs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 705 Federal Office Building, Omaha, Nebr. 68102.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

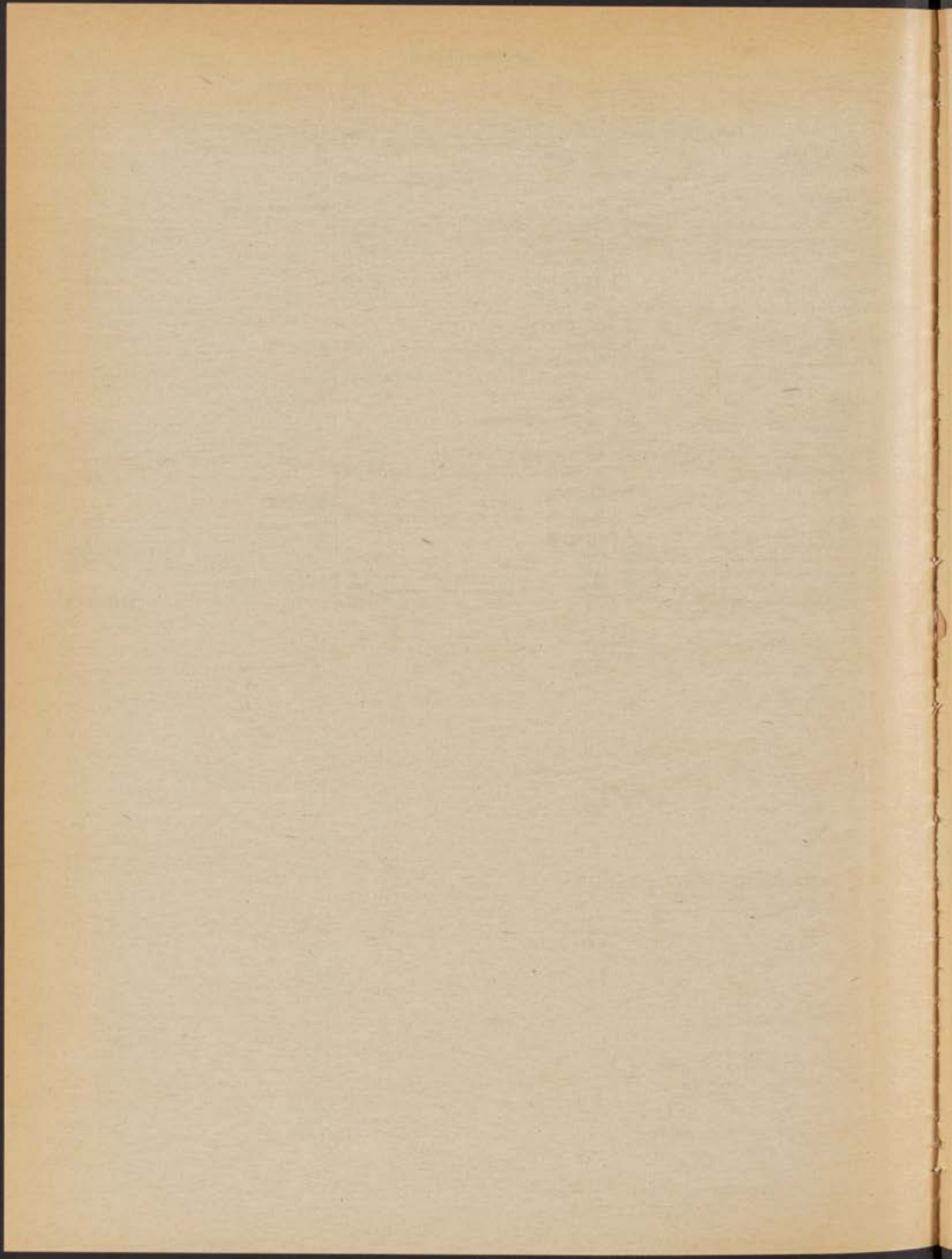
[P.R. Doc. 69-14720; Filed, Dec. 10, 1969;
8:47 a.m.]

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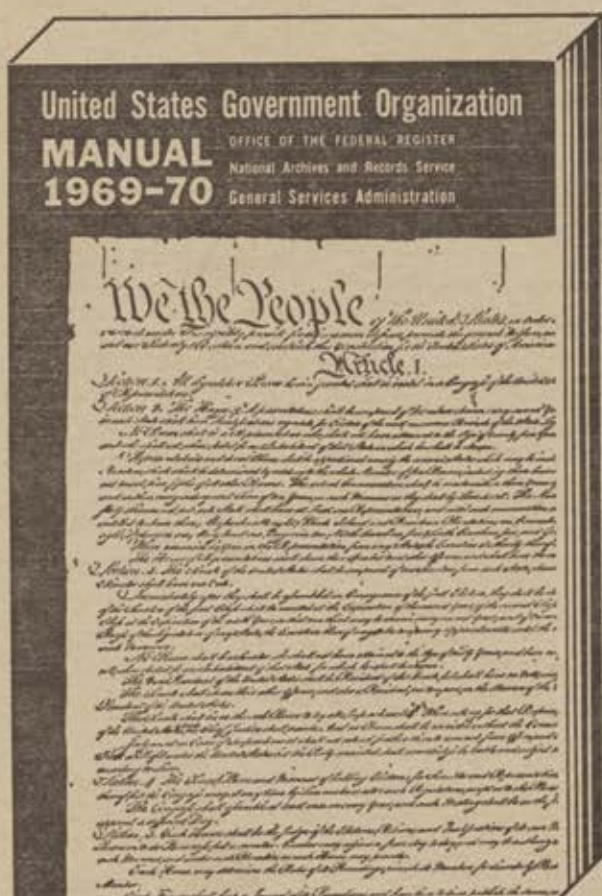
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