

FEDERAL REGISTER

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Agencies in this issue—

Agricultural Research Service
Agricultural Stabilization and
Conservation Service
Agriculture Department
Atomic Energy Commission
Civil Aeronautics Board
Civil Service Commission
Coast Guard
Commodity Credit Corporation
Consumer and Marketing Service
Federal Communications Commission
Federal Highway Administration
Federal Power Commission
Fish and Wildlife Service
Food and Drug Administration
Food and Nutrition Service
Health, Education, and Welfare
Department
Indian Affairs Bureau
Interior Department
Internal Revenue Service
Interstate Commerce Commission
Labor Department
Land Management Bureau
Maritime Administration
Public Health Service

Detailed list of Contents appears inside.



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Department of Health, Education, and Welfare; Correction

In the FEDERAL REGISTER (F.R. Doc. 70-12114) of September 11, 1970, on page 14299 a new subparagraph (9) was added to (h). It should have been subparagraph (10) as set out below.

§ 213.3316 Department of Health, Education, and Welfare.

(h) Office of the Assistant Secretary for Health and Scientific Affairs. * * *

(10) Director, Office of Environmental Health Affairs.

(5 U.S.C. 3301, 3302, E.O. 10577; 3 CFR 1954-58 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

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

[F.R. Doc. 70-12726; Filed, Sept. 23, 1970; 8:47 a.m.]

Title 7—AGRICULTURE

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

PART 58—GRADING AND INSPECTION, GENERAL SPECIFICATIONS FOR APPROVED PLANTS AND STANDARDS FOR GRADES OF DAIRY PRODUCTS

Subpart A—Regulations Governing the Inspection and Grading Services of Manufactured or Processed Dairy Products

ISSUANCE OF INSPECTION OR GRADING CERTIFICATES

The purpose of this amendment is to clarify the wording in the Regulations Governing the Inspection and Grading Services of Manufactured or Processed Dairy Products (7 CFR 58.19) concerning the signatures on inspection and grading certificates.

Pursuant to the authority of the Agricultural Marketing Act of 1946, as amended (7 U.S.C. 1621-27), § 58.19 of the regulations is hereby amended as follows:

§ 58.19 Issuance of inspection or grading certificates.

An inspection or grading certificate shall be issued to cover a product inspected or graded in accordance with instructions issued by the Administrator and shall be signed by an inspector or grader. This does not preclude an inspector or grader from granting a power of attorney to another person to sign in his stead, if such grant of power of attorney has been approved by the Administrator: *Provided*, That in all cases any such certificate shall be prepared in accordance with the facts set forth in the official memorandum defined in § 58.2(b), and provided further, that whenever a certificate is signed by a person under a power of attorney the certificate should so indicate. The signature of the holder of the power shall appear under the name of the grader or inspector who personally graded or inspected the product.

Done at Washington, D.C., this 21st day of September 1970, to become effective upon publication in the FEDERAL REGISTER.

G. R. GRANGE,
Deputy Administrator for
Marketing Services.

[F.R. Doc. 70-12760; Filed, Sept. 23, 1970; 8:51 a.m.]

Chapter II—Food and Nutrition Service, Department of Agriculture

PART 220—SCHOOL BREAKFAST AND NONFOOD ASSISTANCE PROGRAMS AND STATE ADMINISTRATIVE EXPENSES

Appendix—Third Apportionment of the Nonfood Assistance Program Funds Pursuant to Child Nutrition Act of 1966, Fiscal Year 1970

Pursuant to section 5 of the Child Nutrition Act of 1966, Public Law 89-642, 80 Stat. 886, nonfood assistance funds available for the fiscal year ending June 30, 1970, are reapportioned among the States as follows:

State	Total apportionment	State agency	Withheld for private schools
Alabama	\$328,247	\$326,065	\$2,182
Alaska	11,300	11,300	
Arizona	94,170	94,170	
Arkansas	195,306	191,331	3,975
California	403,989	403,989	
Colorado	106,241	100,978	5,263
Connecticut	72,061	72,061	
Delaware	22,000	22,000	
District of Columbia	15,506	15,506	
Florida	403,027	403,027	
Georgia	485,664	485,664	
Guam	9,691	9,691	
Hawaii	22,843	18,988	3,855
Idaho	45,930	44,756	1,174
Illinois	296,589	296,589	
Indiana	253,847	253,847	
Iowa	153,421	164,620	18,801
Kansas	116,225	116,225	

State	Total apportionment	State agency	Withheld for private schools
Kentucky	290,745	290,745	
Louisiana	405,518	405,518	
Maine	52,867	52,867	800
Maryland	129,038	126,027	3,011
Massachusetts	254,426	254,426	
Michigan	254,887	247,315	7,572
Minnesota	231,166	224,217	6,949
Mississippi	284,966	284,966	
Missouri	150,776	150,776	
Montana	30,165	28,542	1,623
Nebraska	70,515	71,833	4,682
Nevada	8,866	8,866	
New Hampshire	27,815	27,815	
New Jersey	136,324	127,242	8,082
New Mexico	68,250	68,250	
New York	646,556	646,556	
North Carolina	478,958	478,958	
North Dakota	49,908	44,603	5,305
Ohio	377,007	366,577	10,430
Oklahoma	137,933	137,933	
Oregon	91,692	91,692	
Pennsylvania	403,427	361,204	42,223
Puerto Rico	264,807	264,807	
Rhode Island	18,587	18,587	
South Carolina	299,299	299,195	104
South Dakota	40,896	40,896	
Tennessee	309,524	304,973	4,551
Texas	548,061	532,512	15,549
Utah	96,114	96,114	
Vermont	21,437	21,437	
Virginia	292,666	291,506	1,460
Virgin Islands	7,506	7,506	
Washington	125,564	123,174	2,390
West Virginia	125,066	124,571	495
Wisconsin	154,528	155,150	19,378
Wyoming	16,977	16,977	
Samoa, American	6,097	6,097	
Total	10,000,000	9,830,376	169,624

(Secs. 2, 5, 6, and 8 through 16, 80 Stat. 885-890; 42 U.S.C. 1771, 1774, 1775, 1777-1785)

Dated: September 17, 1970.

EDWARD J. HEKMAN,
Administrator.

[F.R. Doc. 70-12654; Filed, Sept. 23, 1970; 8:45 a.m.]

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

SUBCHAPTER I—DETERMINATION OF PRICES PART 874—SUGARCANE; LOUISIANA Fair and Reasonable Prices for 1970 Crop

Pursuant to the provisions of section 301(c) (2) of the Sugar Act of 1948, as amended (herein referred to as act), after investigation and consideration of the evidence presented at the public hearing held in Houma, La., on June 5, 1970, the following determination is hereby issued.

- Sec.
874.33 General requirements.
874.34 Definitions.
874.35 Basic price.
874.36 Conversion of net sugarcane to standard sugarcane.
874.37 Payment for frozen sugarcane.
874.38 Molasses payment.
874.39 Hoisting, weighing, and transportation.

- Sec.
874.40 Mutual plan for improving harvesting and delivery.
874.41 Toll agreements.
874.42 Applicability.
874.43 Subterfuge.
874.44 Processor mill procedures and checking compliance.

AUTHORITY: The provisions of this Part 874 issued under secs. 301, 403, 61 Stat. 929, as amended, 932; 7 U.S.C. 1131, 1153.

§ 874.33 General requirements.

A producer of sugarcane in Louisiana who is also a processor of sugarcane, to which this part applies as provided in § 874.42 (herein referred to as "processor"), shall have paid or contracted to pay for sugarcane of the 1970 crop grown by other producers and processed by him, or shall have processed sugarcane of other processors under a toll agreement, in accordance with the following requirements.

§ 874.34 Definitions.

For the purpose of this section the term:

(a) "Price of raw sugar" means the price of 96° raw sugar quoted by the Louisiana Sugar Exchange, Inc., except that if the Director of the Sugar Division, Agricultural Stabilization and Conservation Service, U.S. Department of Agriculture, Washington, D.C. 20250, determines that such price does not reflect the true market value of raw sugar, because of inadequate volume, failure to report sales in accordance with the rules of such Exchange or other factors, he may designate the price to be effective under this determination, which he determines will reflect the true market value of raw sugar.

(b) "Price of blackstrap molasses" means the price per gallon of blackstrap molasses quoted by the Louisiana Sugar Exchange, Inc., except that if the Director of the Sugar Division determines that such price does not reflect the true market value of blackstrap molasses, because of inadequate volume, failure to report sales in accordance with the rules of such exchange or other factors, he may designate the price to be effective under this determination, which he determines will reflect the true market value of blackstrap molasses.

(c) "Weekly average price" means the simple average of the daily prices of raw sugar or blackstrap molasses, for the week (Friday through the following Thursday), in which the sugarcane is delivered.

(d) "Season's average price" means the simple average of the weekly prices of raw sugar or of blackstrap molasses for the period October 9, 1970, through April 15, 1971.

(e) "Delivered average price" means the weighted average price of 1970 crop of raw sugar determined by weighting (1) the simple average of the daily prices of raw sugar for the period October 9, 1970, through December 31, 1970, by the quantity of 1970 crop sugar,

raw value, marketed under the processors' 1970 marketing allotment; and (2) the simple average of the daily prices of raw sugar for the period January 1, 1971, through February 25, 1971, by the quantity of 1970 crop sugar, raw value, not marketed in 1970 under the processors' 1970 marketing allotment.

(f) "Net sugarcane" means the quantity of sugarcane obtained by deducting the weight of trash from the gross weight of sugarcane as delivered by a producer.

(g) "Trash" means green or dried leaves, sugarcane tops, dirt, and all other extraneous material delivered with sugarcane.

(h) "Standard sugarcane" means net sugarcane, containing 12 percent sucrose in the normal juice with a purity of at least 76.00 but not more than 76.49 percent.

(i) "Salvage sugarcane" means any sugarcane containing either less than 9.5 percent sucrose in the normal juice or less than 68 purity in the normal juice.

(j) "Percent sucrose in normal juice" means average percent sucrose in sample mill juice obtained from producers' sugarcane multiplied by a factor representing the ratio of factory normal juice sucrose to the average percent sucrose in sample mill juice extracted from producers' sugarcane.

(k) "Average percent sucrose in sample mill juice" means the percentage of sucrose solids in juice extracted from samples of producers' sugarcane by the sample mill.

(l) "Factory crusher juice Brix" means the percentage of soluble solids in undiluted mill crusher juice as determined by direct analysis in accordance with standard procedures.

(m) "Factory normal juice sucrose" means the percentage of sucrose in undiluted juice extracted by a mill tandem, or by a mill tandem and a diffuser, as determined by multiplying factory dilute juice purity by factory normal juice Brix.

(n) "Factory normal juice Brix" means the percentage of soluble solids in the undiluted juice extracted from sugarcane by a mill tandem, or by a mill tandem and a diffuser, as determined by multiplying factory crusher juice Brix by a dry milling factor representing the ratio of factory normal juice Brix to factory crusher juice Brix.

(o) "Factory dilute juice purity" means the ratio of factory dilute juice sucrose to factory dilute juice Brix which are determined by direct analysis.

(p) "Percent purity or normal juice" means the ratio which the percentage of sucrose solids bears to the percentage of Brix solids in the normal juice of each producer's sugarcane.

(q) "State office" means the Louisiana State Agricultural Stabilization and Conservation Service Office, 3737 Government Street, Alexandria, La. 71303.

(r) "State committee" means the Louisiana State Agricultural Stabilization and Conservation Committee.

§ 874.35 Basic price.

(a) The basic price for standard sugarcane shall be not less than \$1.05 per ton for each 1-cent per pound of raw sugar determined on the basis of the weekly average price, the season's average price, or the delivered average price as elected by the processor in writing to the State office not later than October 5, 1970, and the pricing basis elected shall be used for pricing all 1970 crop sugarcane. The average price of raw sugar as determined above shall be increased 0.03 cent for all mills located in Freight Area (a); shall be unchanged for all mills in Freight Area (b); and may be decreased 0.03 cent in Freight Area (c).¹

(b) The basic price for salvage sugarcane shall be determined in accordance with the method of settlement used by the processor for the 1969 crop, except that the processor and producer may agree upon a different method of settlement subject to written approval by the State office upon a determination by the State committee that the method of settlement and the resultant price are fair and reasonable.

§ 874.36 Conversion of net sugarcane to standard sugarcane.

Net sugarcane (except salvage sugarcane) shall be converted to standard sugarcane as follows:

(a) By multiplying the quantity of net sugarcane delivered by each producer by the applicable quality factor in accordance with the following table:

Percent sucrose in normal juice:	Standard sugarcane quality factor ¹
9.5	0.60
10.0	.70
10.5	.80
11.0	.90
11.5	.95
12.0	1.00
12.5	1.05
13.0	1.10
13.5	1.15
14.0	1.20
14.5	1.25

¹ The quality factor for sugarcane of intermediate percentages of sucrose in normal juice shall be interpolated and for sugarcane having more than 14.5 percent sucrose in the normal juice shall be computed in proportion to the immediately preceding interval.

and,
(b) By multiplying the quantity determined pursuant to paragraph (a) of this section by the applicable purity factor in the following table:

¹ Freight Area (a) includes all mills except those located in Areas (b) and (c) below;

Freight Area (b) includes all mills located north of Bayou Goula between the Atchafalaya and Mississippi Rivers and southeast of New Iberia and west of the Atchafalaya River.

Freight Area (c) includes all mills located north and west of New Iberia west of the Atchafalaya River.

RULES AND REGULATIONS

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STANDARD SUGARCANE PURITY FACTOR¹

Percent purity of normal juice		Percent sucrose in normal juice															
		At least 9.50	9.70	9.90	10.10	10.30	10.50	11.00	11.50	12.00	12.50	13.00	13.50	14.00	14.50	15.00	15.50
At least	But not more than	But not more than 9.69	9.89	10.09	10.29	10.49	10.69	11.49	11.99	12.49	12.99	13.49	13.99	14.49	14.99	15.49	15.99
68.00	68.24	1.000	0.989	0.978	0.967	0.956	0.945	0.936	0.929	0.922	0.915	0.908	0.901	0.894	0.887	0.880	0.873
68.25	68.49	1.005	0.993	0.982	0.971	0.960	0.949	0.941	0.934	0.927	0.920	0.913	0.906	0.899	0.892	0.885	0.878
68.50	68.74	1.010	0.998	0.987	0.976	0.965	0.954	0.945	0.938	0.931	0.924	0.917	0.910	0.904	0.897	0.890	0.884
68.75	68.99	1.016	1.003	0.992	0.981	0.970	0.959	0.950	0.943	0.936	0.929	0.922	0.915	0.909	0.902	0.896	0.890
69.00	69.49	1.021	1.009	0.997	0.986	0.975	0.964	0.955	0.948	0.941	0.934	0.927	0.920	0.914	0.908	0.902	0.896
69.50	69.99	1.025	1.013	1.001	0.990	0.979	0.968	0.960	0.953	0.945	0.938	0.931	0.924	0.918	0.912	0.906	0.900
70.00	70.49	1.030	1.018	1.006	0.995	0.984	0.973	0.965	0.958	0.950	0.943	0.936	0.929	0.923	0.917	0.911	0.905
70.50	70.99	1.035	1.023	1.011	0.999	0.988	0.977	0.969	0.962	0.954	0.947	0.940	0.933	0.927	0.921	0.915	0.909
71.00	71.49	1.040	1.028	1.016	1.004	0.993	0.982	0.974	0.966	0.959	0.951	0.944	0.938	0.932	0.926	0.920	0.914
71.50	71.99	1.045	1.033	1.021	1.009	0.998	0.987	0.979	0.971	0.963	0.955	0.948	0.942	0.936	0.930	0.924	0.918
72.00	72.49	1.050	1.038	1.026	1.014	1.003	0.992	0.983	0.975	0.967	0.960	0.954	0.947	0.940	0.934	0.928	0.922
72.50	72.99	1.055	1.043	1.031	1.019	1.007	0.996	0.987	0.979	0.971	0.964	0.958	0.951	0.944	0.938	0.932	0.926
73.00	73.49	1.060	1.048	1.036	1.024	1.012	1.000	0.991	0.984	0.976	0.968	0.962	0.955	0.948	0.942	0.936	0.930
73.50	73.99	1.065	1.052	1.040	1.028	1.016	1.004	0.995	0.988	0.980	0.972	0.966	0.959	0.952	0.946	0.940	0.934
74.00	74.49		1.057	1.044	1.032	1.020	1.008	1.000	0.992	0.984	0.977	0.970	0.963	0.956	0.950	0.944	0.938
74.50	74.99		1.062	1.049	1.036	1.024	1.012	1.004	0.996	0.988	0.981	0.974	0.967	0.960	0.954	0.948	0.942
75.00	75.49			1.054	1.041	1.028	1.016	1.008	1.000	0.992	0.985	0.978	0.971	0.964	0.958	0.952	0.946
75.50	75.99			1.059	1.046	1.033	1.020	1.011	1.004	0.996	0.988	0.981	0.974	0.967	0.961	0.955	0.949
76.00	76.49				1.051	1.038	1.025	1.015	1.008	1.000	0.992	0.985	0.978	0.971	0.965	0.959	0.953
76.50	76.99					1.041	1.028	1.019	1.011	1.004	0.996	0.989	0.981	0.975	0.969	0.963	0.957
77.00	77.49					1.045	1.032	1.023	1.015	1.008	1.000	0.993	0.985	0.979	0.973	0.967	0.961
77.50	77.99					1.049	1.035	1.027	1.019	1.011	1.003	0.996	0.989	0.982	0.976	0.970	0.964
78.00	78.49						1.039	1.031	1.023	1.015	1.007	1.000	0.993	0.986	0.980	0.974	0.968
78.50	78.99						1.042	1.035	1.026	1.018	1.010	1.003	0.996	0.989	0.983	0.977	0.971
79.00	79.49							1.039	1.030	1.022	1.014	1.007	1.000	0.993	0.987	0.981	0.975
79.50	79.99							1.043	1.033	1.025	1.017	1.010	1.003	0.996	0.990	0.984	0.978
80.00	80.49								1.037	1.029	1.021	1.014	1.007	1.000	0.994	0.988	0.982
80.50	80.99								1.040	1.032	1.024	1.017	1.010	1.003	0.997	0.991	0.985
81.00	81.49									1.036	1.028	1.021	1.014	1.006	1.000	0.994	0.988
81.50	81.99									1.032	1.024	1.017	1.010	1.003	0.997	0.991	0.985
82.00	82.49									1.035	1.027	1.020	1.013	1.006	1.000	0.994	0.988
82.50	82.99									1.038	1.030	1.023	1.016	1.009	1.003	0.997	0.991
83.00	83.49										1.033	1.025	1.018	1.011	1.004	0.997	0.991
83.50	83.99										1.036	1.028	1.021	1.014	1.007	1.000	0.994
84.00	84.49											1.033	1.025	1.018	1.011	1.004	0.997
84.50	84.99												1.030	1.022	1.015	1.008	1.001

¹ Factors applicable to higher or lower sucrose and purity of normal juice than shown in this table shall be determined by the same method of calculation used to

compute the factors specified and shall be furnished by the State Office upon request.

§ 874.37 Payment for frozen sugarcane.

(a) The payment for sugarcane determined pursuant to § 874.36 may be reduced upon certification by the State office that sugarcane has been damaged by freeze and that the processing of such sugarcane has adversely affected boiling house operations. Deductions from the payment for such frozen sugarcane shall be at rates not in excess of 1.5 percent of the payment for each 0.1 cc. of acidity above 2.50 cc. of N/10 alkali per 10 cc. of juice but not in excess of 4.75 cc. (intervening fractions are to be computed to the nearest multiple of 0.05 cc.). No payment is required for the amount of sugar recoverable from sugarcane testing in excess of 4.75 cc. of acidity.

(b) In the event a general freeze causes abnormally low recoveries of raw sugar by a processor in relation to the sucrose and purity tests of sugarcane, payment for such sugarcane may be made as mutually agreed upon between the producer and the processor subject to written approval by the State office: *Provided*, That the payment for each ton of net sugarcane shall be not less than an amount equal to the total returns from raw sugar and molasses actually recovered from such sugarcane, determined on the basis of the season's average prices of raw sugar and blackstrap molasses less an amount not to exceed \$3.40 per gross ton of sugarcane for processing and less the actual costs of hoisting, weighing, and transporting of such sugarcane.

§ 874.38 Molasses payment.

The processor shall pay an amount equal to the product of 6.8 gallons times one-half of the average price per gallon

of blackstrap molasses in excess of 6 cents for each ton of net sugarcane processed except for (a) salvage sugarcane where settlement is based on the so-called "Java Formula;" (b) frozen sugarcane testing in excess of 4.75 cc. of acidity; and (c) sugarcane damaged by a general freeze which is tolled by the processor and settlement is based on the net proceeds from sugar and molasses recovered from such cane. The average price of blackstrap molasses shall be the weekly average price or the season's average price as elected by the processor in writing to the State office not later than October 5, 1970, and the pricing basis elected shall be used in making molasses payments for 1970 crop sugarcane.

§ 874.39 Hoisting, weighing, and transportation.

The price for sugarcane established by this part shall be applicable to sugarcane delivered by the producer (a) to a hoist for loading into the conveyance for transportation to the mill, or (b) from the farm directly to the mill. With respect to sugarcane delivered to a hoist, the costs of hoisting, weighing, and transporting sugarcane from the hoist to the mill shall be borne by the processor. If the producer performs such services the processor shall make allowance to the producer, based on net sugarcane, at per ton rates not less than those made with respect to sugarcane of the 1969 crop: *Provided*, That the processor shall not be required to make hauling allowances to producers in excess of the rates charged by a contract or commercial carrier or the rates which such carrier would have charged for performing such service. With respect to sugarcane de-

livered directly from the farm to the mill the processor shall bear the cost of transportation. If the producer performs such services the processor shall make allowance to the producer, based on net sugarcane, at per ton rates not less than those made with respect to the 1969 crop. The processor shall not be required to make an allowance to the producer for hauling sugarcane directly from the farm to the mill at rates in excess of 30 cents per ton for distances of 1 mile or less, 40 cents per ton for distances of 1.1 to 2 miles, plus 5 cents per ton for each mile or fraction thereof in excess of 2 miles. Nothing in this section shall be construed as prohibiting negotiations between the processor and the producer, any change to be approved in writing by the State office upon a determination by the State committee that the change results in allowances which are fair and reasonable.

§ 874.40 Mutual plan for improving harvesting and delivery.

If a processor and the producers delivering sugarcane to such processor mutually agree upon a plan for improving harvesting and delivery operations, the processor may deduct from the price per ton of sugarcane an amount equal to one-half of the per ton cost of such plan. Such deduction may not be made until the plan has the written approval of the State office and it has been determined by the State committee that the plan is fair and reasonable.

§ 874.41 Toll agreements.

The rate for processing sugarcane produced by a processor and processed under a toll agreement by another processor shall be the rate they agree upon.

§ 874.42 Applicability.

The requirements of this part are applicable to all sugarcane purchased from other producers and processed by a processor who produces sugarcane (a processor-producer is defined in § 821.1 of this chapter); and to sugarcane purchased by a cooperative processor from non-members. The requirements are not applicable to sugarcane processed by a cooperative processor for its members.

§ 874.43 Subterfuge.

The processor shall not reduce the returns to the producer below those determined in accordance with the requirements of this part through any subterfuge or device whatsoever.

§ 874.44 Processor mill procedures and checking compliance.

The procedures to be followed by processors in determining net sugarcane, trash, average percent sucrose in normal juice, average percent crusher juice sucrose, factory normal juice sucrose, factory crusher juice sucrose, percent purity of normal juice; and other related mill procedures and required reports are set forth in ASCS Handbook 8-SU entitled "Sampling, Testing, and Reporting for Louisiana Sugar Processors," copies of which have been furnished each processor. The procedures to be followed by the ASCS State office in checking compliance with the requirements of this part are set forth under the heading "Fair Price Compliance" in Handbook 3-SU, issued by the Deputy Administrator, State and County Operations, Agricultural Stabilization and Conservation Service. Handbooks 8-SU and 3-SU may be inspected at county ASCS offices and copies may be obtained from the Louisiana ASCS State Office, 3737 Government Street, Alexandria, La. 71303.

STATEMENT OF BASES AND CONSIDERATIONS

General. The foregoing determination establishes the fair and reasonable price requirements which must be met as one of the conditions for payment under the act, by a producer who processes sugarcane of the 1970 crop grown by other producers.

Requirements of the act. Section 301 (c) (2) of the act provides as a condition for payment, that the producer on the farm who is also, directly or indirectly, a processor of sugarcane, as may be determined by the Secretary, shall have paid or contracted to pay under either purchase or toll agreements, for sugarcane grown by other producers and processed by him at rates not less than those that may be determined by the Secretary to be fair and reasonable after investigation and due notice and opportunity for public hearing.

1970 crop price determination. This determination continues the provisions of the 1969 crop determination, except that the periods for determining the season's

average prices of raw sugar and blackstrap molasses is from October 9, 1970, through April 15, 1971; the periods for determining the delivered average price of raw sugar are from October 9, 1970, through December 31, 1970, for 1970 crop sugar, raw value, marketed under the 1970 quota, and from January 1, 1971, through February 25, 1971, for 1970 crop sugar, raw value, not marketed under the 1970 quota; and the molasses payment to producers is to be based on 6.8 gallons of blackstrap molasses per ton of sugarcane, instead of 7.0 gallons, reflecting the most recent 5-year average recovery.

A public hearing was held in Houma, La., on June 5, 1970, at which interested persons were afforded the opportunity to testify with respect to fair and reasonable prices for 1970 crop Louisiana sugarcane. A representative of the Grower-Processor Committee recommended that the same three bases of settlement for sugarcane provided in the prior determination, i.e., weekly average price, season's average price, and delivered average price, be continued for the 1970 crop; that the period for determining the season's average prices of raw sugar and blackstrap molasses extend from October 9, 1970, through April 15, 1971; and that the periods for determining the delivered average price of raw sugar extend from October 9, 1970, through December 31, 1970, for the 1970 crop sugar, raw value, marketed under the processors' 1970 marketing allotment, and from January 1, 1971, through February 25, 1971, for 1970 crop sugar, raw value, not marketed in 1970 under the processors' 1970 marketing allotment.

The witness further recommended that all other provisions of the 1969 crop determination be continued for the 1970 crop. In answer to a question, the witness stated that the wording of the determination relating to hauling and hoisting allowances is flexible enough to permit processors and growers to agree on a fair rate, and they recommended that the provision not be changed.

The representative of the Louisiana Farm Bureau Federation recommended the same periods for determining the season's average prices of raw sugar and blackstrap molasses, and the delivered average price of raw sugar as recommended by the Grower-Processor Committee. The witness also recommended that the Department conduct studies of the costs of hoisting, weighing, and transporting sugarcane, with an analysis of the various systems of hoisting and hauling and the amounts of the allowances made to producers for performing these services. He said such a study would provide the Department sufficient data to establish minimum rates for hoisting and hauling allowances based on actual cost. The witness suggested that minimum rates for hoisting and hauling be established for each producer, but if established for each processor rather than each producer, such rates should cover the costs of all producers who deliver cane to that processor.

Consideration has been given to the testimony presented at the public hearing and to other pertinent information. The comparative returns, costs, and profits of producing and processing sugarcane in Louisiana, obtained through field survey, have been recast in terms of prospective price and production conditions for the 1970 crop. Analysis of these data indicates that the pricing factors provided in this determination—which are the same as in last year's—will provide an equitable sharing of total returns between producers and processors based on their sharing of total costs.

The periods specified for determining the average prices of raw sugar and blackstrap molasses on which payments are to be based are those recommended by the Grower-Processor Committee and the Louisiana Farm Bureau Federation.

The provision relating to hoisting, weighing, and transportation allowances has not been changed. Prior determinations have not established a basis for determining hoisting allowances, but have provided that the allowance for such services be at rates not less than those paid in the immediately preceding year. Establishment of rates for individual producers or processors would require a detailed study of the methods and costs of hoisting and hauling which would be costly and time consuming to maintain on a current basis. It would clearly be impracticable to attempt to establish rates for each of the many producers based on his individual cost experience. Because of the diversity of methods and ownerships of equipment, rates established for each processor which would be based on the highest cost of any producer delivering to that processor would be inequitable to the processor. However, the Department will explore all possibilities of obtaining the average costs to producers of performing such services under each of the several arrangements.

Prior to October 5, 1970, processors are required to inform the State office of the pricing basis elected and to use the method so elected for the entire crop.

On the basis of an examination of all pertinent factors, the provisions of this determination are deemed to be fair and reasonable.

Accordingly, I hereby find and conclude that the foregoing determination will effectuate the price provisions of the Sugar Act of 1948, as amended.

Effective date. This determination shall become effective upon publication in the FEDERAL REGISTER and is applicable to the 1970 crop of Louisiana sugarcane.

Signed at Washington, D.C., on September 17, 1970.

KENNETH E. FRICK,
Administrator, Agricultural Sta-
bilization and Conservation
Service.

[F.R. Doc. 70-12752; Filed, Sept. 23, 1970;
8:50 a.m.]

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

[Valencia Orange Reg. 332]

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

Limitation of Handling

§ 908.632 Valencia Orange Regulation 332.

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

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 553) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for Valencia oranges and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such Valencia oranges; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective

date hereof. Such committee meeting was held on September 22, 1970.

(b) *Order.* (1) The respective quantities of Valencia oranges grown in Arizona and designated part of California which may be handled during the period September 25, 1970, through October 1, 1970, are hereby fixed as follows:

- (i) District 1: 322,000 cartons;
 - (ii) District 2: 378,000 cartons;
 - (iii) District 3: Unlimited movement.
- (2) As used in this section, "handler", "District 1", "District 2", "District 3", and "carton" have the same meaning as when used in said amended marketing agreement and order.

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

Dated: September 23, 1970.

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

[F.R. Doc. 70-12835; Filed, Sept. 23, 1970;
11:21 a.m.]

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

[Milk Order 7; Docket No. AO-366-A5]

PART 1007—MILK IN GEORGIA MARKETING AREA

Order Amending Order

Findings and determinations. The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of the said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) *Findings upon the basis of the hearing record.* Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held upon certain proposed amendments to the tentative marketing agreement and to the order regulating the handling of milk in the Georgia marketing area.

Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order as hereby amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(2) The parity prices of milk, as determined pursuant to section 2 of the Act, are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for

milk in the said marketing area, and the minimum prices specified in the order as hereby amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest; and

(3) The said order as hereby amended, regulates the handling of milk in the same manner as, and is applicable only to persons in the respective classes of industrial or commercial activity specified in, a marketing agreement upon which a hearing has been held.

(b) *Determinations.* It is hereby determined that:

(1) The refusal or failure of handlers (excluding cooperative associations specified in section 8c(9) of the Act) of more than 50 percent of the milk, which is marketed within the marketing area, to sign a proposed marketing agreement, tends to prevent the effectuation of the declared policy of the Act;

(2) The issuance of this order, amending the order, is the only practical means pursuant to the declared policy of the Act of advancing the interests of producers as defined in the order as hereby amended; and

(3) The issuance of the order amending the order is approved or favored by at least two-thirds of the producers who participated in a referendum in which each individual producer had one vote and who during the determined representative period were engaged in the production of milk for sale in the marketing area.

Order relative to handling. It is therefore ordered, that on and after the effective date hereof, the handling of milk in the Georgia marketing area shall be in conformity to and in compliance with the terms and conditions of the aforesaid order, as amended, and as hereby further amended, as follows:

1. Revise the introductory text of § 1007.110 and paragraph (c) of § 1007.110 as follows:

§ 1007.110 Base.

The market administrator shall determine a base for each producer whose milk in the immediately preceding months of September through January was delivered to pool plants on not less than 100 days by dividing the total pounds of such producer's deliveries by the number of days' production represented by such deliveries or by 145, whichever is greater, subject to the following conditions:

(c) In the case of a producer who delivered no milk to a pool plant, or who delivered less than 100 days' production to a pool plant, during the months of September through January and who has not acquired a base by transfer pursuant to § 1007.111(b), the base of such producer shall be 50 percent of his average daily deliveries of producer milk for each month until a base is computed for him on the basis of not less than 100 days in a subsequent September-January period or until he acquires a base by transfer pursuant to § 1007.111(b):

Provided, That a person for whom a base has been computed pursuant to this paragraph, and who acquired additional base by transfer prior to June 1, 1970, may continue to hold both bases through February 1971; and

2. In § 1007.111, paragraphs (b) and (c) are revised to read as follows:

§ 1007.111 Base rules.

(b) Except for bases assigned pursuant to § 1007.110 (b), (c) and (d) a base may be transferred in its entirety, or in amounts of not less than 100 pounds, by a person holding such base to any other person who currently is, or will become, a producer as defined in § 1007.15 within the month in which the transfer is to be effective. Application for transfer must be made to the market administrator on forms approved by the market administrator and signed by the baseholder(s), his heirs, executor or trustee, and by the person to whom such base is to be transferred, subject to the following conditions:

(1) A transfer of an entire base may be made effective any day of the month if application for such transfer is filed with the market administrator within 5 days thereafter. Otherwise such transfer shall be effective the first day of the month following that in which application is made;

(2) A transfer of a portion of a base shall be effective the first day of the month following that in which application for such transfer is made to the market administrator, except that a portion of a base may be transferred to be effective on March 1 of any year if application for such transfer is filed with the market administrator no later than March 15;

(3) A producer who has received base by transfer on or after March 1 of any year may not transfer any portion of his base for 3 full months following the effective date of such transfer;

(4) A producer who has transferred base on or after March 1 of any year may not receive additional base by transfer for 3 full months following the effective date of such transfer; and

(5) A base which is held jointly or as a partnership may be transferred in part, or in its entirety, only upon application signed by each joint holder or partner, his heirs, executor or trustee, and by the person to whom such base is to be transferred;

(c) A base which has been established by two or more persons operating a dairy farm jointly or as a partnership may be divided among the joint holders or partners if written notification of the agreed division of base signed by each joint holder or partner, his heirs, executor or trustee, is received by the market administrator prior to the first day of the month on which such division is to be effective.

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

Effective date: November 1, 1970.

Signed at Washington, D.C., on September 18, 1970.

RICHARD E. LYNG,
Assistant Secretary.

[F.R. Doc. 70-12665; Filed, Sept. 23, 1970; 8:45 a.m.]

Chapter XIV—Commodity Credit Corporation, Department of Agriculture

SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

[CCC Grain Price Support Regs., 1970 Crop Flaxseed Supp., Amdt. 1]

PART 1421—GRAINS AND SIMILARLY HANDLED COMMODITIES

Subpart—1970 Crop Flaxseed Loan and Purchase Program

BASIC COUNTY SUPPORT RATE; MONTANA

The regulations issued by Commodity Credit Corporation which contain the basic price support rates for the 1970 crop of flaxseed, 35 F.R. 11772 and 12393, are amended to establish a basic county support rate of \$2.15 per bushel for Phillips County, Mont.

Section 1421.178(a) is amended by inserting, between the counties of Madison and Pondera under the heading "Montana", the following:

Phillips ----- \$2.15

(Sec. 4, 62 Stat. 1070, as amended; sec. 5, 62 Stat. 1072; secs. 301, 401, 63 Stat. 1054; 15 U.S.C. 714 b and c, 7 U.S.C. 1447, 1421)

Effective date: Upon publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on September 17, 1970.

KENNETH E. FRICK,
Executive Vice President,
Commodity Credit Corporation.

[F.R. Doc. 70-12759; Filed, Sept. 23, 1970; 8:50 a.m.]

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

[Docket No. 70-265]

PART 76—HOG CHOLERA AND OTHER COMMUNICABLE SWINE DISEASES

Areas Quarantined

Pursuant to provisions of the Act of May 29, 1884, as amended, the Act of February 3, 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, 134b, 134f), Part 76, Title 9, Code of Federal Regulations, re-

stricting the interstate movement of swine and certain products because of hog cholera and other communicable swine diseases, is hereby amended in the following respects:

In § 76.2, paragraphs (e) and (f) are amended and paragraph (g) is reissued to read as follows:

§ 76.2 Notices relating to existence of hog cholera; prohibition of movement of virulent virus; spread of disease through raw garbage; regulations; quarantines; eradication States; and free States.

(e) Notice of quarantine. Notice is hereby given that because of the existence of hog cholera in the States of Alabama, Arizona, Illinois, Louisiana, Maryland, Massachusetts, Missouri, New York, North Carolina, Ohio, Rhode Island, South Carolina, Texas, and Virginia, and the nature and extent of outbreaks of this disease, the following areas are quarantined because of said disease:

(1) Alabama. (i) That portion of Covington County bounded by a line beginning at the junction of the Patsaliga Creek and the Covington-Crenshaw County line; thence, following the Covington-Crenshaw County line in an easterly direction to Big Creek; thence, following Big Creek in a southeasterly direction to the south bank of the Conecuh River; thence, following the south bank of the Conecuh River in a generally northeasterly direction to the Dozier to Rose Hill Road; thence, following the Dozier to Rose Hill Road in a generally southeasterly direction to the Rose Hill to Haygood Road; thence, following the Rose Hill to Haygood Road in a southwesterly direction to the Haygood to Heath Road; thence, following the Haygood to Heath Road in a southwesterly direction to the Heath to River Falls Road; thence, following the Heath to River Falls Road in a southwesterly direction to State Highway 12, 55; thence, following State Highway 12, 55 in a northwesterly direction to the west bank of the Conecuh River; thence, following the west bank of the Conecuh River in a generally northeasterly direction to Patsaliga Creek; thence, following Patsaliga Creek in a generally northeasterly direction to its junction with the Covington-Crenshaw County line.

(ii) The adjacent portions of Crenshaw, Coffee, and Covington Counties bounded by a line beginning at the junction of Lightwood Knot Creek and State Highway 141 in Crenshaw County; thence, following State Highway 141 in a southeasterly direction to U.S. Highway 84, also State Highway 12, in Coffee County; thence, following U.S. Highway 84, also State Highway 12, in a generally southwesterly direction to U.S. Highway 331, also State Highway 9, in Covington County; thence, following U.S. Highway 331, also State Highway 9, in a generally northwesterly direction to Lightwood Knot Creek; thence, following Lightwood Knot Creek in a southwesterly direction to Pale Creek; thence, following Pale Creek in a generally northerly

direction to the Covington-Crenshaw County line; thence, following the Covington-Crenshaw County line in an easterly direction to U.S. Highway 331, also State Highway 9, in Crenshaw County; thence, following U.S. Highway 331, also State Highway 9, in a northerly and thence northeasterly direction to Parker Creek; thence following Parker Creek in a southeasterly direction to Lightwood Knot Creek; thence following Lightwood Knot Creek in a northeasterly direction to its junction with State Highway 141 in Crenshaw County.

(iii) That portion of Marshall County bounded by a line beginning at the junction of State Highway 75 and the Marshall-Blount County line; thence, following State Highway 75 in a northeasterly direction to Bethany Church Road; thence, following Bethany Church Road in a northerly direction to State Road 35; thence, following State Road 35 in a northeasterly direction to Section Line Road; thence, following Section Line Road in a westerly direction to the Hog Creek; thence, following the Hog Creek in a southerly and thence northwesterly direction to the Big Spring Creek; thence, following the Big Spring Creek in a generally southwesterly direction to the Marshall-Blount County line; thence, following the Marshall-County line in a southeasterly direction to its junction with State Highway 75.

(2) *Arizona.* That portion of Maricopa County bounded by a line beginning at the junction of Yuma Road and Perryville Road; thence, following Perryville Road in a southerly direction to its junction with Baseline Road and the Gila and Salt River Base Line; thence, following the Gila and Salt River Base Line in an easterly direction to the southeastern corner of sec. 31, of T. 1 N., R. 1 W.; thence, following the eastern boundaries of secs. 31, 30, and 19, of T. 1 N., R. 1 W. in a northerly direction to Reams Road; thence, following Reams Road in a northerly direction to Yuma Road; thence, following Yuma Road in a westerly direction to its junction with Perryville Road.

(3) *Illinois.* That portion of Randolph County comprised of Road District No. 4, also known as Kankaskia Island located southwest of the present channel of the Mississippi River and otherwise surrounded by the old channel of the Mississippi River, also the Missouri-Illinois State line.

(4) *Louisiana.* (i) That portion of Madison Parish bounded by a line beginning at the junction of the east bank of Bayou Macon and the northern boundary line of sec. 21 in T. 16 N. and R. 10 E.; thence, following the east bank of Bayou Macon in a generally southwesterly direction to the Madison-Franklin Parish line; thence, following the Madison-Franklin Parish line in an easterly direction to the Madison-Tensas Parish line in an easterly and thence northeasterly direction to Spring Bayou; thence, following the west bank of Spring Bayou in a generally northwesterly direction to Alligator Bayou; thence, fol-

lowing the west bank of Alligator Bayou in a generally northwesterly direction to the Tensas River; thence, following the west bank of the Tensas River in a generally northwesterly direction to the division line between secs. 16 and 21 in T. 16 N. and R. 11 E.; thence, following the division line between secs. 16 and 21 in T. 16 N. and R. 11 E. in a westerly direction and continuing west along the northern boundaries of secs. 20 and 19 in T. 16 N. and R. 11 E.; thence, continuing west along the northern boundary lines of secs. 24, 23, 22, and 21 in T. 16 N. and R. 10 E. to its junction with east bank of Bayou Macon.

(ii) The adjacent portions of West Carroll and Morehouse Parishes bounded by a line beginning at the junction of the Louisiana-Arkansas State line and the west bank of Bayou Macon; thence, following the west bank of Bayou Macon in a generally southwesterly direction to State Highway 2; thence, following State Highway 2 in a generally southwesterly direction to U.S. Highway 165; thence, following U.S. Highway 165 in a northeasterly direction to the Louisiana-Arkansas State line; thence following the Louisiana-Arkansas State line in an easterly direction to its junction with the west bank of Bayou Macon.

(5) *Maryland.* (i) That portion of the State of Maryland comprised of all of Charles, St. Marys, and Calvert Counties, and portions of Prince Georges and Anne Arundel Counties, and bounded by a line beginning at the junction of U.S. Highway 50 and the Prince Georges County-District of Columbia boundary line; thence, following U.S. Highway 50 in a generally northeasterly direction to the Chesapeake Bay Bridge; thence, following the west coast line of Chesapeake Bay in a generally southerly direction to Point Lookout at the south tip of St. Marys County; thence, following the Maryland-Potomac River bank in a generally northwesterly direction to the Prince Georges County-District of Columbia boundary line; thence, following the Prince Georges County-District of Columbia boundary line in a northeasterly and thence, northwesterly direction to its junction with U.S. Highway 50.

(ii) That portion of Wicomico County bounded by a line beginning at the junction of U.S. Highway 50 and the Sixty Foot Road; thence, following U.S. Highway 50 in an easterly direction to the Pocomoke River, also the Wicomico-Worcester County line; thence, following the west bank of the Pocomoke River in a generally southwesterly direction to State Highway 374; thence, following State Highway 374 in a northwesterly direction to State Highway 354; thence, following State Highway 354 in a northwesterly direction to State Highway 350; thence, following State Highway 350 in a northwesterly direction to the Sixty Foot Road; thence, following the Sixty Foot Road in a northeasterly direction to its junction with U.S. Highway 50.

(6) *Massachusetts.* (i) That portion of Bristol County comprised of Acushnet, Fairhaven, and New Bedford Townships.

(ii) That portion of Plymouth County comprised of Mattapoisett and Rockland Townships.

(7) *Missouri.* (i) That portion of Butler County bounded by a line beginning at the junction of the Butler-Wayne County line and U.S. Highway 67; thence, following U.S. Highway 67 in a generally southwesterly direction to U.S. Highway 60; thence, following U.S. Highway 60 in a generally northwesterly direction to the Butler-Carter County line; thence, following the Butler-Carter County line in a generally northerly direction to the Butler-Wayne County line; thence, following the Butler-Wayne County line in an easterly direction to its junction with U.S. Highway 67.

(ii) That portion of Dunklin County bounded by a line beginning at the junction of State Highway B and the Gibson-Clarkton gravel road; thence, following the Gibson-Clarkton gravel road in an easterly direction to the southern boundary of the city of Clarkton; thence, following the southern boundary of the city of Clarkton in an easterly direction to the Dunklin-New Madrid County line; thence, following the Dunklin-New Madrid County line in a generally southerly direction to State Highway OO; thence, following State Highway OO in a westerly direction to State Highway 153; thence, following State Highway 153 in a northerly direction to the Frisbee gravel road; thence, following the Frisbee gravel road in a generally westerly direction to the St. Francis River (also the Missouri-Arkansas State line); thence, following the east bank of the St. Francis River in a generally northerly direction to State Highway BB; thence, following State Highway BB in an easterly direction to State Highway B; thence, following State Highway B in a generally northwesterly direction to its junction with the Gibson-Clarkton gravel road.

(iii) That portion of Jackson County bounded by a line beginning at the junction of State Highway 78 and U.S. Bypass Highway 71; thence, following State Highway 78 in a northeasterly direction to Truman Road; thence, following Truman Road in a generally southeasterly direction to State Highway 7; thence, following State Highway 7 in a southerly direction to Old U.S. Highway 40; thence, following Old U.S. Highway 40 in a generally northwesterly direction to U.S. Bypass Highway 71; thence, following U.S. Bypass Highway 71 in a generally northwesterly direction to its junction with State Highway 78.

(iv) That portion of Scott County bounded by a line beginning at the junction of the Missouri Pacific Railroad and the North Cut Ditch; thence, following the North Cut Ditch in a generally southwesterly direction to the Glade Drain; thence, following the Glade Drain in a southwesterly direction to U.S. Highway 62; thence, following U.S. Highway 62 in a southwesterly direction to State Highway H; thence, following State Highway H in a northerly direction to State Highway HH; thence, following

State Highway HH in a westerly direction to the St. Johns Ditch; thence, following the St. Johns Ditch in a northwesterly direction to State Highway U; thence, following State Highway U in an easterly and thence, a southeasterly direction to State Highway H; thence, following State Highway H in a northeasterly direction to the Missouri Pacific Railroad; thence, following the Missouri Pacific Railroad in a southeasterly direction to its junction with the North Cut Ditch.

(v) That portion of Scott County bounded by a line beginning at the junction of U.S. Highway 61 and the St. Louis South Western Railroad; thence, following U.S. Highway 61 in a generally southwesterly direction to the Oren-Benton gravel road; thence, following the Oren-Benton gravel road in a generally southwesterly direction to State Highway W; thence, following State Highway W in a southwesterly direction to the Missouri Pacific Railroad; thence, following the Missouri Pacific Railroad in a northwesterly direction to the Scott-Cape Girardeau County line; thence, following the Scott-Cape Girardeau County line in a northeasterly direction to Drainage Ditch No. 1; thence, following Drainage Ditch No. 1 in a northeasterly direction to the St. Louis South Western Railroad; thence, following the St. Louis South Western Railroad in a generally northeasterly direction to its junction with U.S. Highway 61.

(vi) That portion of Stoddard County bounded by a line beginning at the junction of State Highways K and V; thence, following State Highway K in a southerly direction to State Highway M; thence, following State Highway M in a southerly direction to the Castor River; thence, following the south bank of the Castor River in a generally southeasterly direction to State Highway N; thence, following State Highway N in a generally southerly direction to U.S. Highway 60; thence, following U.S. Highway 60 in a southwesterly direction to State Highway AD; thence, following State Highway AD in a northerly direction to the division line between T. 25 N. and T. 26 N.; thence, following the division line between T. 25 N. and T. 26 N. in a westerly direction to the west boundary of sec. 35 in T. 26 N. and R. 9 E.; thence, following the west boundaries of secs. 35, 26, 23, 14, and 11 in T. 26 N. and R. 9 E. in a northerly direction to State Highway J; thence, following State Highway J in a westerly direction to the west boundary of sec. 10 in T. 26 N. and R. 9 E.; thence, following the west boundary of secs. 10 and 3 in T. 26 N. and R. 9 E. in a northerly direction and continuing north along the west boundaries of secs. 34, 27, 22, 15, 10, and 3, in T. 27 N. and R. 9 E. to State Highway K; thence, following State Highway K in an easterly direction to its junction with State Highway V.

(vii) That portion of Stoddard County bounded by a line beginning at the junction of State Highways J and WW; thence, following State Highway WW in a generally southerly direction to U.S. Highway 60; thence, following U.S.

Highway 60 in a southwesterly direction to the Stoddard-Butler County line; thence, following the Stoddard-Butler County line in a generally northwesterly direction to the Stoddard-Wayne County line; thence, following the Stoddard-Wayne County line in an easterly direction to State Highway T; thence, following State Highway T in a generally easterly direction to State Highway J; thence, following State Highway J in a southerly and easterly direction to its junction with State Highway WW.

(8) *New York.* That portion of Montgomery County lying south of the Mohawk River, east of County Roads 27 and 145, north of the New York State Thruway, and west of State Highway 30.

(9) *North Carolina.* (i) That portion of the State of North Carolina comprised of all of Currituck, Camden, Pasquotank, Perquimans, Chowan, and Gates Counties bounded by a line beginning at the junction of the Chowan River and the North Carolina-Virginia State line; thence, following the east bank of the Chowan River in a generally southeasterly direction to the Albemarle Sound; thence, following the north coast line of the Albemarle Sound in a generally northeasterly direction to Powells Point at the south tip of Currituck County; thence, following the west coast line of Currituck Sound in a generally northwesterly direction along Coinjack Bay, Tule Bay, and the west bank of the North Landing River to the North Carolina-Virginia State line; thence, following the North Carolina-Virginia State line in an easterly direction to the east bank of the North Landing River; thence, following the east bank of the North Landing River in a generally southeasterly direction and continuing along the east coast line of the Currituck Sound, to the Currituck-Dare County line; thence, following the Currituck-Dare County line in a northeasterly direction to the Atlantic Ocean; thence, following the Currituck County-Atlantic Ocean coast line in a northwesterly direction to the North Carolina-Virginia State line; thence, following the North Carolina-Virginia State line in a westerly direction to its junction with the Chowan River.

(ii) That portion of Bertie County bounded by a line beginning at the junction of North Carolina Highway 308 and Secondary Road 1112; thence, following North Carolina Highway 308 in a northwesterly direction to Secondary Road 1119; thence, following Secondary Road 1119 in a southwesterly direction to Secondary Road 1120; thence, following Secondary Road 1120 in a southwesterly direction to North Carolina Highway 11; thence, following North Carolina Highway 11 in a southwesterly direction to the Bertie-Martin County line; also the Roanoke River; thence, following the north bank of the Roanoke River, also the Bertie-Martin County line, in a generally southeasterly direction to Secondary Road 1109; thence, following Secondary Road 1109 in a generally northeasterly direction to Secondary

Road 1108; thence, following Secondary Road 1108 in a northwesterly direction to Secondary Road 1112; thence, following Secondary Road 1112 in a northeasterly direction to its junction with North Carolina Highway 308.

(iii) The adjacent portions of Craven and Carteret Counties bounded by a line beginning at the junction of Secondary Road 1711 and the west bank of the Clubfoot Creek; thence, resuming at a point on the east bank of the Clubfoot Creek directly east of the junction of Secondary Road 1711 and the west bank of the Clubfoot Creek and continuing in a generally northerly direction to the south bank of the Neuse River; thence, following the south bank of the Neuse River in a generally northeasterly direction to the west bank of the Long Creek; thence, following the west bank of the Long Creek in a generally southeasterly direction to Secondary Road 1700; thence, following Secondary Road 1700 in a generally northeasterly direction to the west bank of Adams Creek; thence, following the west bank of Adams Creek in a generally southerly direction to the Intracoastal Waterway; thence, following the Intracoastal Waterway in a generally southerly direction to North Carolina Highway 101; thence, following North Carolina Highway 101 in a generally northwesterly direction to Secondary Road 1711; thence, following Secondary Road 1711 in a generally northerly direction to its junction with the west bank of the Clubfoot Creek.

(iv) That portion of Northampton County bounded by a line beginning at the junction of Secondary Roads 1500 and 1505; thence, following Secondary Road 1500 in a generally southwesterly direction to U.S. Highway 158; thence, following U.S. Highway 158 in a generally southwesterly direction to Secondary Road 1108; thence, following Secondary Road 1108 in a southeasterly direction to Secondary Road 1121; thence, following Secondary Road 1121 in a northeasterly direction to Secondary Road 1119; thence, following Secondary Road 1119 in a southeasterly direction to Secondary Road 1118; thence, following Secondary Road 1118 in a southeasterly and thence in a northeasterly direction to Secondary Road 1502; thence, following Secondary Road 1502 in a northeasterly direction to Secondary Road 1514; thence, following Secondary Road 1514 in a northwesterly direction to Secondary Road 1516; thence, following Secondary Road 1516 in a northeasterly direction to Secondary Road 1511; thence, following Secondary Road 1511 in a generally northerly direction to Secondary Road 1501; thence, following Secondary Road 1501 in a westerly direction to Secondary Road 1503; thence, following Secondary Road 1503 in a northwesterly direction to Secondary Road 1504; thence, following Secondary Road 1504 in a northeasterly direction to Secondary Road 1505; thence, following Secondary Road 1505 in a northwesterly direction to its junction with Secondary Road 1500.

(10) *Ohio.* (i) The adjacent portions of Allen and Auglaize Counties comprised of Auglaize Township in Allen County and Wayne Township in Auglaize County.

(ii) That portion of Brown County comprised of Perry Township.

(iii) That portion of Clinton County bounded by a line beginning at the junction of State Highways 73 and 350 in Clinton County; thence, following State Highway 350 in a westerly direction to State Highway 134; thence, following State Highway 134 in a northwesterly direction to Farmers Road; thence, following Farmers Road in a southeasterly direction to Jenkins Road; thence, following Jenkins Road in a generally northeasterly direction to State Highway 73; thence, following State Highway 73 in a southeasterly direction to its junction with State Highway 350.

(11) *Rhode Island.* That portion of Kent County bounded by a line beginning at the junction of State Highway 2 and Middle Road; thence, following State Highway 2 in a southerly direction to Frenchtown Road; thence, following Frenchtown Road in a generally southwesterly direction to Carr Pond Road; thence, following Carr Pond Road in a generally northwesterly direction to Middle Road; thence, following Middle Road in an easterly direction to its junction with State Highway 2.

(12) *South Carolina.* That portion of Williamsburg County bounded by a line beginning at the junction of State Highway 512 and the Seaboard Coast Line Railroad; thence, following the Seaboard Coast Line Railroad in a southwesterly direction to Secondary Highway 74; thence, following Secondary Highway 74 in a northwesterly direction to the Pine Island Bay Road; thence, following the Pine Island Bay Road in a northwesterly direction to Secondary Highway 218; thence, following Secondary Highway 218 in a northeasterly direction to Secondary Highway 24; thence, following Secondary Highway 24 in a southeasterly direction to Secondary Highway 88; thence, following Secondary Highway 88 in a northeasterly direction to Secondary Highway 51; thence, following Secondary Highway 51 in a generally northerly direction to State Highway 512; thence, following State Highway 512 in a southeasterly direction to its junction with the Seaboard Coast Line Railroad.

(13) *Texas.* (i) The adjacent portions of Bosque and McLennan Counties bounded by a line beginning at the junction of State Highway 6 and Farm-to-Market Road 219; thence, following Farm-to-Market Road 219 in a northeasterly direction to Farm-to-Market Road 768; thence, following Farm-to-Market Road 768 in a generally southeasterly direction to Farm-to-Market Road 56; thence, following Farm-to-Market Road 56 in a northeasterly direction to Farm-to-Market Road 2114; thence, following Farm-to-Market Road 2114 in a generally southeasterly direction to Brazos River; thence, following the west bank of the Brazos River in a generally southerly direction to the

Bosque-McLennan County line; thence, following the Bosque-McLennan County line in a southwesterly direction to Farm-to-Market Road 2490; thence, following Farm-to-Market Road 2490 in a southeasterly direction to Farm-to-Market Road 1637; thence, following Farm-to-Market Road 1637 in a northwesterly direction to Farm-to-Market Road 185; thence, following Farm-to-Market Road 185 in a generally southwesterly direction to the McLennan-Coryell County line; thence, following the McLennan-Coryell County line in a northwesterly direction to the Bosque-Coryell County line; thence, following the Bosque-Coryell County line in a northwesterly direction to Farm-to-Market Road 217; thence, following Farm-to-Market Road 217 in a northeasterly direction to Farm-to-Market Road 2602; thence, following Farm-to-Market Road 2602 in a generally northeasterly direction to State Highway 6; thence, following State Highway 6 in a northwesterly direction to its junction with Farm-to-Market Road 219.

(ii) That portion of Cameron County bounded by a line beginning at the junction of U.S. Highway 281 and the Cameron-Hidalgo County line; thence, following the Cameron-Hidalgo County line in a southerly direction to the north bank of the Rio Grande River; thence, following the north bank of the Rio Grande River in a generally southeasterly direction to the toll bridge on State Highway 4; thence, following State Highway 4 in a northeasterly direction to U.S. Highway 83 (also U.S. Highway 77); thence, following U.S. Highway 83 (also U.S. Highway 77) in a northwesterly direction to Farm-to-Market Road 2529; thence, following Farm-to-Market Road 2529 in a generally southwesterly direction to U.S. Highway 281; thence, following U.S. Highway 281 in a northwesterly direction to its junction with the Cameron-Hidalgo County line.

(iii) That portion of Cameron County bounded by a line beginning at the junction of Farm-to-Market Roads 1847 and 511; thence, following Farm-to-Market Road 511 in a generally southeasterly direction to Farm-to-Market Road 802; thence, following Farm-to-Market Road 802 in a generally westerly direction to Farm-to-Market Road 1847; thence, following Farm-to-Market Road 1847 in a northerly direction to its junction with Farm-to-Market Road 511.

(iv) That portion of Denton County bounded by a line beginning at the junction of Denton-Collin County line and Farm-to-Market Road 720; thence, following Farm-to-Market Road 720 in a generally northwesterly direction to State Highway 24; thence, following State Highway 24 (also U.S. Highway 377) in a generally southwesterly direction to the Denton-Tarrant County line; thence, following the Denton-Tarrant County line in an easterly direction to the Denton-Dallas County line; thence, following the Denton-Dallas County line in a continuing easterly direction to the Denton-Collin County line; thence, following the Denton-Collin County line in

a northerly direction to its junction with Farm-to-Market Road 720.

(v) That portion of Ellis County bounded by a line beginning at the junction of State Highway 34 and the Ellis-Kaufman County line; thence, following State Highway 34 in a southwesterly direction to Interstate Highway 45; thence, following Interstate Highway 45 in a northwesterly direction to the Ellis-Dallas County line; thence, following the Ellis-Dallas County line in an easterly direction to the Ellis-Kaufman County line (also the Trinity River); thence, following the Ellis-Kaufman County line (also the Trinity River) in a generally southeasterly direction to its junction with State Highway 34.

(vi) That portion of Falls County bounded by a line beginning at the junction of the Falls-McLennan County line and the west bank of the Brazos River; thence, following the west bank of the Brazos River in a generally southerly direction to State Highway 7; thence, following State Highway 7 in a generally westerly direction to Farm-to-Market Road 935; thence, following Farm-to-Market Road 935 in a generally southwesterly direction to the Falls-Bell County line; thence, following the Falls-Bell County line in a northwesterly direction to the Falls-McLennan County line; thence, following the Falls-McLennan County line in a northeasterly direction to its junction with the west bank of the Brazos River.

(vii) That portion of Galveston County bounded by a line beginning at the junction of Interstate Highway 45 (also U.S. Highway 75) and the Galveston-Harris County line; thence, following the Galveston-Harris County line in a generally northeasterly direction to the Galveston-Chambers County line; thence, following the Galveston-Chambers County line in a southeasterly direction to the Galveston Bay coastline; thence, following the Galveston Bay coastline in a generally southerly direction to Interstate Highway 45 (also U.S. Highway 75); thence, following Interstate Highway 45 (also U.S. Highway 75) in a northwesterly direction to its junction with the Galveston-Harris County line.

(viii) That portion of Hidalgo County bounded by a line beginning at the junction of U.S. Highway 83 and Farm-to-Market Road 2557; thence, following U.S. Highway 83 in a generally westerly direction to Farm-to-Market Road 1016 (also the Mission City limits); thence, following the Mission City limits in a generally southeasterly direction to the north bank of the Rio Grande River at a point near Anzaldeas Dam; thence, following the north bank of the Rio Grande River in a generally southeasterly direction to the western boundary of the Santa Anna National Wildlife Refuge; thence, following the western boundary of the Santa Anna National Wildlife Refuge in a northeasterly direction to Farm-to-Market Road 2357; thence, following Farm-to-Market Road 2357 in a northeasterly direction to its junction with U.S. Highway 83.

(ix) That portion of Hidalgo County bounded by a line beginning at the junction of U.S. Highway 231 and Farm-to-Market Road 490; thence, following Farm-to-Market Road 490 in a generally easterly direction to Farm-to-Market Road 493; thence, following Farm-to-Market Road 493 in a generally northerly direction to State Highway 186; thence, following State Highway 186 in a generally northwesterly direction to U.S. Highway 281; thence, following U.S. Highway 281 in a generally southerly direction to its junction with Farm-to-Market Road 490.

(x) That portion of Hill County bounded by a line beginning at the junction of U.S. Highway 77 and the Hill-Ellis County line; thence, following U.S. Highway 77 in a generally southwesterly direction to State Highway 171; thence, following State Highway 171 in a generally southeasterly direction to Farm-to-Market Road 308; thence, following Farm-to-Market Road 308 in a generally northerly direction to the Hill-Ellis County line; thence, following the Hill-Ellis County line in a southwesterly direction and thence a northwesterly direction to its junction with U.S. Highway 77.

(xi) That portion of McLennan County bounded by a line beginning at the junction of the McLennan-Limestone County line and U.S. Highway 84; thence, following U.S. Highway 84 in a generally southwesterly direction to U.S. Highway 77; thence, following U.S. Highway 77 in a generally southeasterly direction to the McLennan-Falls County line; thence, following the McLennan-Falls County line in a northeasterly direction to the McLennan-Limestone County line; thence, following the McLennan-Limestone County line in a northwesterly direction to its junction with U.S. Highway 84.

(xii) The adjacent portions of Montgomery, San Jacinto, Harris, and Liberty Counties bounded by a line beginning at the junction of the Liberty-San Jacinto County line and Farm-to-Market Road 223; thence, following Farm-to-Market Road 223 in a southeasterly direction to State Highway 105; thence, following State Highway 105 in a southwesterly direction to State Highway 321; thence, following State Highway 321 in a southeasterly direction to Farm-to-Market Road 686; thence, following Farm-to-Market Road 686 in a generally southwesterly direction to U.S. Highway 59 in Harris County; thence, following U.S. Highway 59 in a northeasterly direction to the Harris-Montgomery County line; thence, following the Harris-Montgomery County line in a generally northwesterly direction to Interstate Highway 45; thence, following Interstate Highway 45 in a southerly direction to Farm-to-Market Road 1960; thence, following Farm-to-Market Road 1960 in a southwesterly direction to State Highway 290; thence, following State Highway 290 in a northwesterly direction to the Harris-

Waller County line; thence, following the Harris-Waller County line in a northwesterly direction to Spring Creek (also the Harris-Waller County line); thence, following the south bank of the Spring Creek (also the Harris-Waller County line) in a generally southeasterly direction to the Montgomery-Waller County line; thence, following the Montgomery-Waller County line in a northerly direction to Farm-to-Market Road 1488; thence, following Farm-to-Market Road 1488 in a generally northeasterly direction to Interstate Highway 45; thence, following Interstate Highway 45 in a northerly direction to State Highway 105; thence, following State Highway 105 in a generally northeasterly direction to the Montgomery-Liberty County line; thence, following the Montgomery-Liberty County line in a northwesterly direction to the Liberty-San Jacinto County line; thence, following the Liberty-San Jacinto County line in a northeasterly direction to its junction with Farm-to-Market Road 233.

(xiii) That portion of Randall County bounded by a line beginning at the junction of the Randall-Armstrong County line and Farm-to-Market Road 1256; thence, following Farm-to-Market Road 1256 in a generally northwesterly direction to Farm-to-Market Road 1151; thence, following Farm-to-Market Road 1151 in a generally southwesterly direction to Farm-to-Market Road 1541; thence, following Farm-to-Market Road 1541 in a northerly direction to State Highway 335; thence, following State Highway 335 in a generally westerly direction to U.S. Highways 80, 87; thence, following U.S. Highways 80, 87 in a generally southwesterly direction to Farm-to-Market Road 2219; thence, following Farm-to-Market Road 2219 in a westerly direction to Farm-to-Market Road 158; thence, following Farm-to-Market Road 158 in a generally southerly direction to the Randall-Castro County line; thence, following the Randall-Castro County line in an easterly direction to the Randall-Swisher County line; thence, following the Randall-Swisher County line in an easterly direction to the Randall-Armstrong County line; thence, following the Randall-Armstrong County line in a northerly direction to its junction with Farm-to-Market Road 1259.

(xiv) That portion of Tarrant County bounded by a line beginning at the junction of State Highway 121 and the Tarrant-Dallas County line; thence, following State Highway 121 in a generally southwesterly direction to Interstate Highway 820; thence, following Interstate Highway 820 in a generally southerly direction to the Fort Worth-Dallas Toll Road; thence, following the Fort Worth-Dallas Toll Road in an easterly direction to the Tarrant-Dallas County line; thence, following the Tarrant-Dallas County line in a northerly direction to its junction with State Highway 121.

(xv) That portion of Tarrant County bounded by a line beginning at the junction of U.S. Highway 287 and the Tarrant-Johnson County line; thence, following the Tarrant-Johnson County line

in a westerly direction to Interstate Highway 35W; thence, following Interstate Highway 35W in a northerly direction to Interstate Highway 820; thence, following Interstate Highway 820 in an easterly direction to U.S. Highway 287; thence, following U.S. Highway 287 in a southeasterly direction to its junction with the Tarrant-Johnson County line.

(xvi) That portion of Tom Green County bounded by a line beginning at the junction of U.S. Highway 277 and Farm-to-Market Road 2105; thence, following Farm-to-Market Road 2105 in a westerly direction to U.S. Highway 87; thence, following U.S. Highway 87 in a generally northwesterly direction to Grape Creek; thence, following the east bank of Grape Creek in a generally southeasterly direction to Farm-to-Market Road 2238; thence, following Farm-to-Market Road 2238 in a generally southeasterly direction to U.S. Highway 67; thence, following U.S. Highway 67 in a northeasterly direction to State Highway 306; thence, following State Highway 306 first in a generally southeasterly direction and thence in a generally northerly direction to U.S. Highway 277; thence, following U.S. Highway 277 in a generally northeasterly direction to its junction with Farm-to-Market Road 2105.

(14) *Virginia.* That portion of the State of Virginia comprised of all of city of Virginia Beach, city of Chesapeake, city of Norfolk, city of Portsmouth, and Nansemond, Isle of Wight, Southampton, and Surry Counties, and a portion of Sussex County, and bounded by a line beginning at the junction of the Surry-Prince George County line and the James River; thence, following the south bank of the James River in a generally southeasterly direction along Cobbaro Bay, Batten Bay, the south coastline of Hampton Roads and Willoughby Bay to the city of Norfolk-Chesapeake Bay coastline; thence, following the city of Norfolk-Chesapeake Bay coastline in a southeasterly direction to the city of Virginia Beach-Chesapeake Bay coastline; thence, following the city of Virginia Beach-Chesapeake Bay coastline in a generally southeasterly direction to the city of Virginia Beach-Atlantic Ocean coastline; thence, following the city of Virginia Beach-Atlantic Ocean coastline in a southeasterly direction to the Virginia-North Carolina State line; thence, following the Virginia-North Carolina State line in a westerly direction to the Southampton-Greenville County line, also the Meherin River; thence, following the Southampton-Greenville County line in a generally northwesterly and thence in a northeasterly direction to the Sussex-Greenville County line; thence, following the Sussex-Greenville County line in a northwesterly and thence a northeasterly direction to Interstate Highway 95; thence, following Interstate Highway 95 in a northeasterly direction to the Sussex-Prince George County line; thence, following the Sussex-Prince George County line a northeasterly direction to the Surry-Prince George County line; thence, following

the Surry-Prince George County line in a northeasterly direction to its junction with the James River.

(f) Notice is hereby given that there is no clinical evidence that the virus of hog cholera exists in swine in the following States, that systematic procedures are in effect to detect and eradicate the disease should it appear within any of such States, and that such States are designated as hog cholera eradication States:

Delaware.	New Mexico.
California.	Oklahoma.
Connecticut.	Tennessee.
Georgia.	West Virginia.
Minnesota.	

(g) Notice is hereby given that a period of more than 1 year has passed since there has been clinical evidence that the virus of hog cholera exists in the following States, that more than 1 year has passed since systematic procedures were placed in effect to exclude the virus of hog cholera and to detect and eradicate the disease should it appear within any of such States, and that the virus of hog cholera has been eradicated from such States and such States are designated as hog cholera free States:

Alaska.	Oregon.
Florida.	South Dakota.
Idaho.	Utah.
Michigan.	Vermont.
Montana.	Washington.
Nevada.	Wisconsin.
North Dakota.	Wyoming.

(Secs. 4-7, 23 Stat. 32, as amended, secs. 1, 2, 32 Stat. 791-793, as amended, secs. 1-4, 33 Stat. 1264, 1265, as amended, sec. 1, 75 Stat. 431, secs. 3 and 11, 78 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 amendments of § 76.2 shall become effective upon issuance.

The amendments exclude portions of Chatham and Moore Counties in North Carolina, and Oklahoma County and portions of Blaine, Jackson, Kingfisher, and Seminole Counties in Oklahoma from the areas quarantined because of hog cholera. Therefore, 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 not apply to the excluded areas, but will continue to apply to the quarantined areas described in § 76.2. Further, the restrictions pertaining to the interstate movement of swine and swine products from nonquarantined areas contained in said Part 76 will apply to the excluded areas.

The foregoing amendments also add the State of Oklahoma to the list of hog cholera eradication States as set forth in § 76.2(f).

The provisions also include without amendment the text of § 76.2(g) which continues in effect. In this respect, the provisions do not change the rights or duties of any person.

The amendments relieve certain 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 other public procedure with respect to the amendments are impracticable and unnecessary, and good cause is found for making them effective less than 30 days after publication in the **FEDERAL REGISTER**.

Done at Washington, D.C., this 21st day of September 1970.

F. J. MULHERN,
Acting Administrator,
Agricultural Research Service.

[F.R. Doc. 70-12754; Filed, Sept. 23, 1970; 8:50 a.m.]

[Docket No. 70-266]

PART 76—HOG CHOLERA AND OTHER COMMUNICABLE SWINE DISEASES

Areas Quarantined

Pursuant to 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, 134b, 134f), 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:

In § 76.2, in paragraph (e) (13) relating to the State of Texas, subdivision (xiii) relating to Randall County is amended to read:

(13) *Texas.* * * *
(xiii) That portion of Randall County bounded by a line beginning at the junction of the Randall-Armstrong County line and Farm-to-Market Road 1258; thence, following Farm-to-Market Road 1258 in a generally northwesterly direction to Farm-to-Market Road 1151; thence, following Farm-to-Market Road 1151 in a generally southwesterly direction to Farm-to-Market Road 1541; thence, following Farm-to-Market Road 1541 in a northerly direction to State Highway 335; thence, following State Highway 335 in a generally westerly direction to U.S. Highway 60, 87; thence, following U.S. Highway 60, 87 in a generally southwesterly direction to Farm-to-Market Road 2219; thence, following Farm-to-Market Road 2219 in a westerly direction to Farm-to-Market Road 168; thence, following Farm-to-Market Road 168 in a generally southerly direction to Jowell School Road; thence, following Jowell School Road in a generally easterly direction to Farm-to-Market Road 285; thence, following Farm-to-Market Road 285 in an easterly direction to the Randall-Armstrong County line; thence, following the Randall-Armstrong County line in a northerly direction to its junction with Farm-to-Market Road 1258.

(Secs. 4-7, 23 Stat. 32, as amended, secs. 1, 2, 32 Stat. 791-792, as amended, secs. 1-4, 33

Stat. 1264, 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 excludes a portion of Randall County, Tex., from the areas quarantined because of hog cholera. Therefore, 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 not apply to the excluded area, but will continue to apply to the quarantined areas described in § 76.2. Further, the restrictions pertaining to the interstate movement of swine and swine products from nonquarantined areas contained in said Part 76 will apply to the excluded area.

The amendment relieves certain 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 other public procedure with respect to the amendment are impracticable and unnecessary, 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 21st day of September 1970.

F. J. MULHERN,
Acting Administrator,
Agricultural Research Service.

[F.R. Doc. 70-12753; Filed, Sept. 23, 1970; 8:50 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter II—Civil Aeronautics Board

SUBCHAPTER A—ECONOMIC REGULATIONS

[Reg. ER-647; Amdt. 14]

PART 207—CHARTER TRIPS AND SPECIAL SERVICES

Definitions of Transatlantic and Transpacific Charter Trips for Combination Route Carriers

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 18th day of September 1970.

Part 207 provides various volume and frequency limitations for off-route charters of certificated route carriers including all-cargo carriers. Section 207.7a generally limits the frequency and regularity of off-route charters for combination carriers that may be conducted between the same pair of points during specified time periods. In the case of transpacific and transatlantic charter trips, the limitations are imposed on an area basis: An off-route charter trip from any point in a State of the United States to any point in the transpacific

area is counted as one frequency. However, prior to the recent amendment (ER-636, adopted August 14, 1970, effective September 20, 1970) the regulation expressly exempted Pan American and Northwest from the area frequency restriction applicable to transpacific charter trips, since these carriers are certificated to provide service between points in the transpacific area. Thus, for example, except for Pan American and Northwest, carriers are permitted only eight flights in the same direction between a point in the United States and a point in the transpacific area during any period of four successive calendar weeks. Pan American and Northwest, however, are on a point-to-point frequency basis and are permitted, during such period, eight flights in the same direction between any two given points, e.g., eight flights from St. Louis to Tokyo, eight flights from Detroit to Hong Kong, etc.

In ER-636 the Board revised exceptions to the definition of "transpacific charter trip" and "transatlantic charter trip" with reference to the frequency and regularity restrictions of off-route charters of the combination route carriers so as to take into consideration the recent route awards to such carriers made by the Board in the Transpacific Case and the Miami-London Route Investigation. Thus, we intended to modify the existing exceptions from the definitions for the combination route carriers in the transpacific and transatlantic areas by limiting them in general terms to charter trips between a point in the United States and a point in a country to which the carrier is certificated to serve. For this purpose we substituted a new proviso, as follows, which was intended to apply not only to Pan American and Northwest in the transpacific area but also to the new combination route carriers in that area, namely, TWA and American: "Provided, however, That this definition [transpacific charter trip] shall not apply to off-route charter trips performed by a carrier between a point within any State of the United States, on the one hand, and a point in a country in the above area with respect to which the carrier is authorized to perform air transportation pursuant to a certificate of public convenience and necessity issued under section 401 of the Act, on the other hand." A similar proviso was made applicable to the transatlantic area.

That the Board intended to restrict the modifications of the definitions of transatlantic and transpacific charter trips to the combination route carriers' operations is clear from the heading of the rule¹ and from references in the notice.²

¹ The heading of ER-636 reads in part: "Amendment of definitions of transatlantic and transpacific charter trips for combination route carriers."

² E.g., a sentence on page 6 (mimeo.) of the notice reads: "Rather, we have decided to propose a new exception to the definition of 'transpacific charter trip' and 'transatlantic charter trip' with reference to the frequency and regularity restrictions on off-route charters of the combination route carriers." EDR-174, Docket No. 21246, Jan. 7, 1970, 35 F.R. 466 (Jan. 14, 1970).

Nor did the notice indicate in any way that the Board was considering modification of the off-route passenger charter authority of the all-cargo carriers. However, a literal reading of the amendment would give the certificated all-cargo carriers in the transatlantic and transpacific areas a preferential or special right to carry passenger charters over and above that given to other carriers not authorized to carry passengers in these areas. This the Board did not intend to do. The all-cargo carriers never have had special rights with regard to passenger charters even though they were operated between points on their certificated routes.³ On the other hand, there are special provisions in the rule with regard to the operation of cargo charters by the all-cargo carriers free of the frequency and regularity limitations of § 207.7a within broad geographic areas referred to in the rule as "areas of operations." We do not, of course, propose any revisions to these latter provisions.

In view of the foregoing, it is necessary to make an editorial change in the provisos of the definitions of transatlantic and transpacific charter trip by adding the phrase "persons and property" in describing the certificated carriers referred to therein so as to make clear that the provisos apply only to the certificated combination carriers.

Since this amendment merely clarifies and corrects an existing rule, notice and public procedure thereon are not required and the rule may be made effective on less than 30 days' notice.

Accordingly, the Civil Aeronautics Board hereby amends Part 207 of the Economic Regulations (14 CFR Part 207), effective September 20, 1970, as follows:

Amend the definitions "Transatlantic charter trip" and "Transpacific charter trip" in § 207.1 to read as follows:

§ 207.1 Definitions.

As used in this part, unless the context otherwise requires:

"Transatlantic charter trip" means a charter trip between points within the 48 contiguous States of the United States, on the one hand, and points in Greenland, Iceland, the Azores, Europe, Africa, or Asia, as far east as (and including) India, on the other hand: *Provided, however*, That this definition shall not apply to off-route charter trips performed by a carrier between a point within the 48 contiguous States of the United States, on the one hand, and a point in a country in the above area with respect to which the carrier is authorized to perform air transportation of persons and property pursuant to a certificate of public convenience and necessity issued under section 401 of the Act, on the other hand.

"Transpacific charter trip" means a charter trip between points within any

³ The Board has always considered a passenger charter of an all-cargo carrier as off-route even though the charter is operated between points on its certificated routes.

State of the United States, on the one hand, and points in Australasia (including Australia, New Zealand, Polynesia, Micronesia, and Melanesia), Indonesia, or Asia as far west as longitude 70° east, on the other hand: *Provided, however*, That this definition shall not apply to off-route charter trips performed by a carrier between a point within any State of the United States, on the one hand, and a point in a country in the above area with respect to which the carrier is authorized to perform air transportation of persons and property pursuant to a certificate of public convenience and necessity issued under section 401 of the Act, on the other hand.

(Secs. 204(a) and 401(e) (6) of the Federal Aviation Act of 1958, as amended, 72 Stat. 743, 754 (as amended by 76 Stat. 143, 82 Stat. 867); 49 U.S.C. 1324, 1371)

By the Civil Aeronautics Board.

[SEAL] HARRY J. ZINK,
Secretary.

[F.R. Doc. 70-12743; Filed, Sept. 23, 1970; 8:49 a.m.]

[Reg. ER-648; Amdt. 3]

PART 224—ACCESS TO AIRCRAFT FOR SAFETY PURPOSES; FREE TRANSPORTATION FOR SECURITY GUARDS AND FOR CERTAIN FEDERAL AVIATION ADMINISTRATION, NATIONAL TRANSPORTATION SAFETY BOARD, AND WEATHER BUREAU EMPLOYEES

Security Guards; Free Transportation and Access to Aircraft

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 21st day of September 1970.

Part 224 provides that every air carrier shall carry, without charge, safety inspectors, traffic control and communications personnel and aviation weather forecasters employed by the National Transportation Safety Board, the Federal Aviation Administration or the Weather Bureau. Section 224.3 sets forth the conditions upon which access to aircraft and free transportation may be granted.

Recently, armed guards have been stationed aboard aircraft operated by U.S. air carriers for the purpose of preventing hijacking. The Board finds that it would be in the public interest to provide specifically for the grant of free transportation and access to aircraft to these security guards. Accordingly, Part 224 will be amended by adding a new § 224.2a. Since it appears that the conditions set forth in § 224.3 concerning access to aircraft would not be appropriate or applicable to security guards, that section will be amended to exclude them from these conditions, and they will be required only to present such credentials as may be prescribed by the Administrator of the Federal Aviation Administration.

The Board finds that notice and public procedure hereon are impractical in that immediate effectiveness of the rule is

required to facilitate the stationing of security guards aboard aircraft. The rule will therefore be made effective immediately. However, the Board will permit interested parties to file petitions for reconsideration. Twelve (12) copies of such petitions shall be filed with the Docket Section, Civil Aeronautics Board, Room 712, Universal Building, Washington, D.C. 20428, on or before October 15, 1970. Copies of such petitions will be available for examination by interested persons in the Docket Section. The filing of petitions shall not operate to stay the effective date of the rule.

Accordingly, the Board hereby amends Part 224 of the Economic Regulations (14 CFR Part 224), effective September 21, 1970, as follows:

1. Amend the title of Part 224 to read as set forth above.
2. Amend the Table of Contents to add a new § 224.2a, as follows:

Sec.
224.2a Security guards.

3. Add new § 224.2a to read as follows:
§ 224.2a Security guards.

Every air carrier shall carry, without charge, on any aircraft which it operates any duly authorized person who has been assigned to the duty of guarding such aircraft against unlawful seizure, sabotage or other unlawful interference.

4. Amend the introductory paragraph of § 224.3 to read as follows:

§ 224.3 Requests for access to aircraft and free transportation.

Access to aircraft and free transportation shall not be granted to persons eligible under this part unless the following conditions have been complied with: *Provided, however,* That such conditions shall not apply to security guards referred to in § 224.2a, who shall only be required to present to the appropriate agents of the air carrier such credentials as may be prescribed by the Administrator of the Federal Aviation Administration.

(Secs. 204(a), 403, and 404 of the Federal Aviation Act of 1958, as amended; 72 Stat. 743, 758 (as amended) and 760; 49 U.S.C. 1324, 1373, and 1374)

By the Civil Aeronautics Board.

[SEAL] HARRY J. ZINK,
Secretary.

[F.R. Doc. 70-12744; Filed, Sept. 23, 1970; 8:49 a.m.]

Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

Chapter 50—Public Contracts,
Department of Labor

PART 50-203—RULES OF PRACTICE

Issuance of Complaints by the
Deputy Solicitor

Pursuant to authority in section 4 of the Walsh-Healey Public Contracts Act

(49 Stat. 2038, 41 U.S.C. 38), § 50-203.2 of Title 41, Code of Federal Regulations, is amended to provide for the issuance by the Deputy Solicitor of complaints initiating proceedings under section 5 of the Act (49 Stat. 2038, 41 U.S.C. 39).

As amended, § 50-203.2 of Title 41, Code of Federal Regulations, reads as follows:

§ 50-203.2 Issuance of a formal complaint.

After a report of a breach or violation has been filed, or upon his own motion and without any report of a breach or violation having been previously filed, the Deputy Solicitor may issue and cause to be served upon the respondent a formal complaint stating the charges. Notice of hearing before a Trial Examiner designated by the Secretary of Labor shall be issued and served within a reasonable time after the issuance of the complaint. A copy of the complaint and notice of hearing shall be served upon the surety or sureties. Unless the Trial Examiner otherwise determines, the date of hearing shall not be sooner than 30 days after the date of issuance of the complaint.

This amendment shall apply to the issuance of any complaints under the Walsh-Healey Public Contracts Act from this date.

(Sec. 4, 49 Stat. 2038; 41 U.S.C. 39)

Signed at Washington, D.C., this 15th day of September 1970.

J. D. HODGSON,
Secretary of Labor.

[F.R. Doc. 70-12723; Filed, Sept. 23, 1970; 8:45 a.m.]

Title 25—INDIANS

Chapter I—Bureau of Indian Affairs,
Department of the Interior

SUBCHAPTER T—OPERATION AND
MAINTENANCE

PART 221—OPERATION AND
MAINTENANCE CHARGES

Toppenish-Simcoe Indian Irrigation
Project, Yakima Indian Reserva-
tion, Wash.

On August 15, 1970, there was published in the daily issue of the FEDERAL REGISTER (35 F.R. 13022), notice of intention to amend § 221.73, Subchapter T, Chapter I of the Code of Federal Regulations, Title 25. This section deals with the operation and maintenance charges on assessable lands under the Toppenish-Simcoe Indian Irrigation Project, Yakima Indian Reservation, Wash. Interested persons were thereby given opportunity to participate in preparing the proposed amendments by submitting their views and data or argument in writing to Dale M. Baldwin, Area Director, within 30 days from the date of publication of the notice. One comment was received and given due consideration.

It was determined that sufficient justification exists for the proposed rate increase and, accordingly, § 221.73 of Title 25, Code of Federal Regulations, Chap-

ter I, Subchapter T, is amended as follows:

§ 221.73 Charges.

Pursuant to the provisions of the acts of August 1, 1914, and March 7, 1928 (38 Stat. 583 and 45 Stat. 210; 25 U.S.C. 385, 387), the operation and maintenance charges for the lands under the Toppenish-Simcoe Irrigation Project, Yakima Indian Reservation, Wash., for the calendar year 1971 and subsequent years until further notice, are hereby fixed as follows:

All lands for which application for water is made and approved by Project Engineer, per acre----- \$3.50

DALE M. BALDWIN,
Area Director.

[F.R. Doc. 70-12718; Filed, Sept. 23, 1970; 8:47 a.m.]

PART 221—OPERATION AND MAINTENANCE CHARGES

Wapato Indian Irrigation Project,
Wash.

On August 15, 1970, there was published in the daily issue of the FEDERAL REGISTER (35 F.R. 13022), notice of intention to amend § 221.86, Subchapter T, Chapter I of the Code of Federal Regulations, Title 25. This section deals with the operation and maintenance charges on assessable lands under the Wapato Indian Irrigation Project, Wash. Interested persons were thereby given opportunity to participate in preparing the proposed amendments by submitting their views and data or argument in writing to Dale M. Baldwin, Area Director, within 30 days from the date of publication of the notice.

It was determined that sufficient justification exists for the proposed rate increase and, accordingly, § 221.86 of Title 25, Code of Federal Regulations, Chapter I, Subchapter T, is amended as follows:

§ 221.86 Charges.

The operation and maintenance charges on assessable lands under the Wapato Indian Irrigation Project, Yakima Indian Reservation, Wash., are hereby fixed as follows:

(a) Pursuant to the provisions of the Acts of August 1, 1914, and March 7, 1928 (38 Stat. 583, 45 Stat. 210; 25 U.S.C. 385, 387), the basic operation and maintenance assessment rates for the calendar year 1971 and subsequent years until further notice are:

- (1) Minimum charges for all tracts in noncontiguous single ownership---- \$9.80
- (2) Flat rate upon all farm units or tracts for each assessable acre----- 9.80
- (3) Storage operation and maintenance. For all lands with a storage water right, known as "B" lands, in addition to other charges per acre-- 0.50

(b) Pursuant to the provisions of the Act of September 26, 1961 (75 Stat. 680), there shall be assessed and collected, beginning with the calendar year 1967 and until further notice but not to exceed a period of 10 years, an annual per acre

charge of \$0.20 to defray the cost of replacing a wooden pipeline.

DALE M. BALDWIN,
Area Director.

[F.R. Doc. 70-12719; Filed, Sept. 23, 1970;
8:47 a.m.]

Title 26—INTERNAL REVENUE

Chapter I—Internal Revenue Service, Department of the Treasury

SUBCHAPTER C—EMPLOYMENT TAXES

[T.D. 7062]

PART 31—EMPLOYMENT TAXES; APPLICABLE ON AND AFTER JANUARY 1, 1955

Deposit of Tax Imposed by Federal Unemployment Tax Act

On July 8, 1970, notice of proposed rule making with respect to the amendment of § 31.6302(c)-3 of the Employment Tax Regulations (26 CFR Part 31), to provide rules for the deposit, in certain cases, of the tax imposed by the Federal Unemployment Tax Act, was published in the FEDERAL REGISTER (35 F.R. 10962). After consideration of all such relevant matter as was presented by interested persons regarding the rules proposed, the amendment of the regulations as proposed is hereby adopted.

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

[SEAL] RANDOLPH W. THROWER,
Commissioner of Internal Revenue.

Approved: September 19, 1970.

JOHN S. NOLAN,
Acting Assistant Secretary
of the Treasury.

In order to provide rules for the deposit, in certain cases, of the tax imposed by the Federal Unemployment Tax Act, § 31.6302(c)-3 of the Employment Tax Regulations (26 CFR Part 31) is amended as follows:

Section 31.6302(c)-3 is amended by inserting immediately after paragraph (a) (2) a new paragraph (a) (3) and by redesignating paragraph (d) as paragraph (c). These amended and added provisions read as follows:

§ 31.6302(c)-3 Use of Government depositories in connection with tax under the Federal Unemployment Tax Act.

(a) Requirement. * * *

(3) Requirement for deposit in lieu of payment with return. If the amount of tax reportable on a return on Form 940 for a calendar year beginning after December 31, 1969, exceeds by more than \$100 the sum of the amount deposited by the employer pursuant to subparagraph (1) of this paragraph for such calendar year, the employer shall, on or before

the last day of the first calendar month following the calendar year for which the return is required to be filed, deposit the balance of the tax due with a Federal Reserve bank or with an authorized commercial bank.

(c) Effective date. The provisions of this section apply with respect to calendar years beginning after December 31, 1969.

[F.R. Doc. 70-12767; Filed, Sept. 23, 1970;
8:51 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 F—Food Additives Resulting From Contact With Containers or Equipment and Food Additives Otherwise Affecting Food

PAPER AND PAPERBOARD

The Commissioner of Food and Drugs, having evaluated the data in a petition (FAP OB2434) filed by Minnesota Mining and Manufacturing Co., 3M Center, St. Paul, Minn. 55101, and other relevant material, concludes that § 121.2526

should be amended to expand the permitted conditions of food-contact use for paper and paperboard containing ammonium bis(N-ethyl-2-perfluoroalkylsulfonamido ethyl) phosphates to that set forth below.

The Commissioner has further concluded that table 2 of § 121.2526(c) should be amended to include test procedures for determining the amount of extractives from the food-contact surface of uncoated or coated paper and paperboard intended for use in contact with moist bakery products (§ 121.2526(c), table 1, food types VII-A and VII-B) or dry solids with the surface containing free fat or oil (table 1, food type IX) under conditions where such foods are hot filled at temperatures above or below 150° F. (table 2, conditions of use C or D).

Therefore, pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)) and under authority delegated to the Commissioner (21 CFR 2.120), § 121.2526 is amended to read as follows:

1. Paragraph (a) (5) is amended by revising the item "Ammonium bis(N-ethyl-2- * * *) to read as follows:

§ 121.2526 Components of paper and paperboard in contact with aqueous and fatty foods.

(a) * * *

(5) * * *

List of substances

* * *

Ammonium bis(N-ethyl-2-perfluoroalkylsulfonamido ethyl) phosphates, containing not more than 15% ammonium mono (N-ethyl-2-perfluoroalkylsulfonamido ethyl) phosphates, where the alkyl group is more than 95% C₈ and the salts have a fluorine content of 50.2% to 52.8% as determined on a solids basis.

* * *

Limitations

* * *

For use only as an oil and water repellent at a level not to exceed 0.17 pound (0.09 pound of fluorine) per 1,000 square feet of treated paper or paperboard, as determined by analysis for total fluorine in the treated paper or paperboard without correction for any fluorine that might be present in the untreated paper or paperboard, when such paper or paperboard is used as follows:

1. In contact, under conditions of use D, E, F, or G described in table 2 of paragraph (c) of this section, with nonalcoholic food.
2. In contact, under condition of use C described in table 2 of paragraph (c) of this section, with fried foods and food of type VII and IX described in table 1 of paragraph (c) of this section.

* * *

2. Paragraph (c) is amended in table 2:

a. In item C, by adding to food types "II, IV-B" the additional food type "VII-B", by adding to food types "III, IV-A" the additional food type "VII-A", and by adding to food type "V" the additional food-type "IX".

b. In item D, by adding to food types "II, IV-B, VI-B" the additional food type "VII-B", by adding to food types "III, IV-A" the additional food type "VII-A", and by adding to food type "V" the additional food type "IX".

Any person who will be adversely affected by the foregoing order may at any

time within 30 days after its date of publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 6-62, 5600 Fishers Lane, Rockville, Md. 20852, written objections thereto in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to

justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

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

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1))

Dated: September 14, 1970.

SAM D. FINE,
Associate Commissioner
for Compliance.

[F.R. Doc. 70-12593; Filed, Sept. 23, 1970;
8:45 a.m.]

SUBCHAPTER C—DRUGS

PART 141—TESTS AND METHODS OF ASSAY OF ANTIBIOTIC AND ANTIBIOTIC-CONTAINING DRUGS

PART 148v—CANDICIDIN

Candicidin Vaginal Capsules

Pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 507, 59 Stat. 463, as amended; 21 U.S.C. 357) and under authority delegated to the Commissioner of Food and Drugs (21 CFR 2.120), Parts 141 and 148v are amended as follows to provide for certification of the subject antibiotic drug:

1. Sections 141.111 (a) and (b) are amended by alphabetically inserting a new item in the tables, as follows:

§ 141.111 Microbiological turbidimetric assay.

(a) * * *

Antibiotic	Drying conditions (method number as listed in § 141.501)	Working standard stock solutions				Standard response line concentration	
		Initial solvent	Diluent (solution number as listed in § 141.102(a))	Final concentration	Storage time under refrigeration	Diluent (solution number as listed in § 141.102(a))	Final concentrations— units or micrograms of antibiotic activity per milliliter
Candicidin ¹	6	Dimethyl sulfoxide.		1 mg	Use same day	Distilled water	0.030, 0.043, 0.060, 0.085, 0.120 µg. (Prepare standard response line simultaneously with the sample solution.)
***	***	***	***	***	***	***	***

¹ Use sterile equipment for all stages of this assay.

(b) * * *

Antibiotic	Test organism	Medium (nutrient broth)	Suggested volume of standardized inoculum to be added to each 100 milliliters of medium (nutrient broth)	Incubation temper- ature	
Candicidin	E	13	0.2	28	
***	***	***	***	***	

trifuging operations three times or until all ointment base is washed out. After the final wash, evaporate off the *n*-hexane by air evaporation. Dissolve the sediment in 20 milliliters of dimethyl sulfoxide, quantitatively transfer to a sterile 250-milliliter volumetric flask and fill to volume with sterile distilled water. Further dilute with sterile distilled water to the reference concentration of 0.06 microgram of candicidin per milliliter (estimated).

(2) **Moisture.** Proceed as directed in § 141.502 of this chapter.

Data supplied by the manufacturer concerning the subject antibiotic drug have been evaluated. Since the conditions prerequisite to providing for its certification have been complied with and since not delaying in so providing is in the public interest, notice and public procedure and delayed effective date are not prerequisites to this promulgation.

Effective date. This order shall be effective upon publication in the FEDERAL REGISTER.

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

Dated: September 14, 1970.

SAM D. FINE,
Associate Commissioner
for Compliance.

[F.R. Doc. 70-12594; Filed, Sept. 23, 1970;
8:45 a.m.]

2. Part 148v is amended by adding the following new section:

§ 148v.4 Candicidin vaginal capsules.

(a) **Requirements for certification—**
(1) **Standards of identity, strength, quality, and purity.** Candicidin vaginal capsules are gelatin capsules containing 3 milligrams of candicidin in a suitable and harmless ointment. The candicidin content is satisfactory if it is not less than 90 percent and not more than 140 percent of the number of milligrams of candicidin that it is represented to contain. The moisture content is not more than 0.1 percent. The candicidin used conforms to the requirements of § 148v.1(a)(1).

(2) **Labeling.** It shall be labeled in accordance with the requirements of § 148.3 of this chapter.

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

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

(b) The batch for potency and moisture.

(ii) **Samples required:**

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

(b) The batch: A minimum of 20 capsules.

(b) **Tests and methods of assay—**(1) **Potency.** Proceed as directed in § 141.111 of this chapter, except prepare the sample as follows: Remove tips from two capsules and express the ointment from each capsule into one 50-milliliter glass-stoppered centrifuge tube. Wash out the capsules with warm *n*-hexane adding the washes to the 50-milliliter centrifuge tube. Completely dissolve the ointment base in the *n*-hexane by warming the centrifuge tube with hot water, if necessary. Centrifuge for 15 minutes at 20,000 revolutions per minute. Carefully decant the supernatant leaving all sediment in the tube. Repeat the suspending and cen-

PART 148w—CEPHALOSPORIN

Correction

In F.R. Doc. 70-11325 appearing at page 13728 in the issue for Friday, August 28, 1970, the equation in § 148w.3(b)(5) should read as follows:

$$\text{Percent cephaloglycin} = \frac{\text{Milliliters of HC10}_4 \times \text{normality of perchloric acid} \times 405.4 \times 100}{\text{Sample weight in milligrams}}$$

Title 49—TRANSPORTATION

Chapter III—Federal Highway Administration, Department of Transportation

SUBCHAPTER B—MOTOR CARRIER SAFETY REGULATIONS

APPENDIX A—INTERPRETATIONS

Standee Warning Signs

The Director of the Bureau of Motor Carrier Safety is amending Appendix A, Interpretations, of the Motor Carrier Safety Regulations (Subchapter B of Chapter III in Title 49, CFR) by adding Interpretation 70-2, Standee Warning Signs, reading as set forth below.

This interpretation is issued under the authority of section 204 of the Interstate Commerce Act, 49 U.S.C. 304, section 6, Department of Transportation Act, 49 U.S.C. 1655, and the delegations of authority at 49 CFR 1.48 and 35 F.R. 5958.

Issued on September 16, 1970.

ROBERT A. KAYE,
Director, Bureau of
Motor Carrier Safety.

STANDEE WARNING SIGNS

[Interpretation No. 70-2]

It has come to the attention of the Director of the Bureau of Motor Carrier Safety that common and contract carriers of passengers using equipment subject to § 393.90 of the Motor Carrier Safety Regulations may be inadvertently operating vehicles which do not comply with that section. Section 393.90 applies generally to buses, other than buses being transported in driveway-towaway operations, in which it is possible for passengers to stand in proximity to the driver's seat and on the same level as the driver, thereby blocking his view and his ability to operate essential controls. The rule requires those buses to be marked with a line, marking the forwardmost point at which passengers may safely stand, and to have a sign warning passengers that the Federal Highway Administration's regulations prohibit them from standing in the area demarcated by the line.

Investigation has disclosed that there are some buses now being operated that do not have a conforming sign (some have signs referring to regulations of the Interstate Commerce Commission) and that, in some cases, newly manufactured buses are being delivered to carriers without the sign specified in § 393.90.

It also appears that, in the vast majority of cases, the violation of the Motor Carrier Safety Regulations was neither deliberate nor willful, but was the result of failure to keep apprized of changes in the language of the section that were made in December 1967 (32 F.R. 17968). Hence, the Director has determined that no immediate enforcement action should be taken against carriers merely because their buses have warning signs that do not conform to § 393.90. After January 1, 1971, however, failure to conform to § 393.90 in that respect will no longer be regarded as inadvertent or excusable. Violations of § 393.90 discovered after that date will be the subject of appropriate enforcement action.

For the guidance of carriers, the Director advises that the following language, while not mandatory, will be deemed to comply

with § 393.90's requirements insofar as they relate to the wording of the required sign:

For Passenger Safety, Federal Law Prohibits Operation of This Bus While Anyone Is Standing Forward of the [line or other means of identifying the prohibited area].

[F.R. Doc. 70-12695; Filed, Sept. 23, 1970; 8:45 a.m.]

Title 42—PUBLIC HEALTH

Chapter I—Public Health Service, Department of Health, Education, and Welfare

SUBCHAPTER G—PREVENTION, CONTROL, AND ABATEMENT OF AIR POLLUTION

PART 81—AIR QUALITY CONTROL REGIONS, CRITERIA, AND CONTROL TECHNIQUES

Paducah (Kentucky)—Cairo (Illinois) Interstate Air Quality Control Region

On May 20, 1970, notice of proposed rule making was published in the FEDERAL REGISTER (35 F.R. 7740) to amend Part 81 by designating the Paducah (Kentucky)—Cairo (Illinois) Interstate Air Quality Control Region.

Interested persons were afforded an opportunity to participate in the rule making through the submission of comments, and a consultation with appropriate State and local authorities pursuant to section 107(a) of the Clean Air Act (42 U.S.C. 1857c-2(a)) was held on June 26, 1970. Due consideration has been given to all relevant material presented.

In consideration of the foregoing in accordance with the statement in the notice of proposed rule making, § 81.69, as set forth below, designating the Paducah (Kentucky)—Cairo (Illinois) Interstate Air Quality Control Region, is adopted effective on publication.

§ 81.69 Paducah (Kentucky)—Cairo (Illinois) Interstate Air Quality Control Region.

The Paducah (Kentucky)—Cairo (Illinois) Interstate Air Quality Control Region consists of the territorial area encompassed by the boundaries of the following jurisdictions or described area (including the territorial area of all municipalities (as defined in section 302 (f) of the Clean Air Act, 42 U.S.C. 1857h (f)) geographically located within the outermost boundaries of the area so delimited):

In the State of Kentucky:

Ballard County. McCracken County.
Marshall County.

In the State of Illinois:

Alexander County. Pope County.
Massac County. Pulaski County.

(Secs. 107(a), 301(a), 81 Stat. 490, 504; 42 U.S.C. 1857c-2(a), 1857g(a))

Dated: September 11, 1970.

ELLIOT L. RICHARDSON,
Secretary.

[F.R. Doc. 70-12534; Filed, Sept. 23, 1970; 8:45 a.m.]

Title 50—WILDLIFE AND FISHERIES

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

SUBCHAPTER B—HUNTING AND POSSESSION OF WILDLIFE

PART 10—MIGRATORY BIRDS

Open Seasons, Bag Limits, and Possession of Certain Migratory Game Birds

Footnotes 37 and 47 of § 10.53(e) as published on page 14057, and footnotes 12 and 14 of § 10.53(f) as published on page 14058, of the FEDERAL REGISTER of Friday, September 4, 1970, are amended to read:

§ 10.53 Seasons and limits on waterfowl, coots, gallinule and common snipe (Wilson's).

(e) Atlantic, Mississippi, and Central Flyways:

"In all of Missouri, except the Lower Mississippi, Squaw Creek, and Swan Lake area, the open season on Canada geese ends December 17.

In the Lower Mississippi area, consisting of that portion of the State lying east of a line running north from the Arkansas border along U.S. Highway 67 to the junction with U.S. Highway 61, the open season on Canada geese is from Dec. 1-Jan. 24; the daily bag limit is 2 and the possession limit is 4 Canada geese.

In Swan Lake area, consisting of those portions of the Missouri counties of Livingston, Carroll, Lafayette, Saline, Howard, Chariton, and Linn, bounded by roads starting at the junction of U.S. Highways 36 and 65 at Chillicothe, thence south along U.S. Highway 65 to the junction with State Highway 240, thence north and east along State Highway 240 to the junction with State Highway 5 at Glasgow, thence north along State Highway 5 to the junction with U.S. Highway 36 north of Marceline, thence west along U.S. Highway 36 to the point of beginning, the season on Canada geese opens on October 24 and closes when the quota has been exhausted or on January 1, whichever comes first.

In the Squaw Creek area, consisting of Atchison and Holt Counties and those portions of Andrew and Nodaway Counties lying west of U.S. Highway 71, the open season on Canada geese is from October 24 through November 22; the daily bag limit is 1 and the possession limit is 2 Canada geese.

"The Back Bay area of Virginia includes that portion of the State east of U.S. Highway 17 and south of U.S. Highway 58.

(f) Pacific Flyway:

"In Bear Lake, Bonneville, Caribou, Clark, Fremont, Jefferson, Madison, Teton, Bingham, Power, Bannock, Oneida, and Franklin Counties, the daily bag and possession limit may not include more than 2 Canada geese. The hunting season for Canada geese in these 13 counties closes on Dec. 6, 1970.

¹⁴ In Lincoln County the goose season dates and bag limits are the same as those for the remainder of Nevada.

Since these amendments make necessary and desirable changes, it is determined that notice and public procedure thereon are impracticable, unnecessary, and contrary to the public interest and these amendments are effective upon publication in the FEDERAL REGISTER.

(40 Stat. 755; 16 U.S.C. 703 et seq.)

Effective date: Upon publication.

JOHN S. GOTTSCHALK,
Director, Bureau of
Sport Fisheries and Wildlife.

SEPTEMBER 21, 1970.

[F.R. Doc. 70-12727; Filed, Sept. 23, 1970;
8:48 a.m.]

SUBCHAPTER C—THE NATIONAL WILDLIFE
REFUGE SYSTEM

PART 32—HUNTING

Mark Twain National Wildlife Refuge,
Iowa

The following special regulations are issued and are effective on date of publication in the FEDERAL REGISTER.

§ 32.12 Special regulations; migratory
game birds; for individual wildlife
refuge areas.

IOWA

MARK TWAIN NATIONAL WILDLIFE REFUGE

Public hunting of migratory game birds on the Mark Twain National Wildlife Refuge, Iowa, is permitted only on the Big Timber Division and the Turkey Island area designated by signs as open to hunting. These areas, comprising 1,660 acres, are delineated on a map available at the refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, Federal Building, Fort Snelling, Twin Cities, Minn. 55111. Hunting shall be in accordance with all applicable State and Federal regulations covering the hunting of migratory game birds subject to the following conditions:

(1) Blinds—No permanent structure, excluding wood or brush duck blinds, shall be permitted; no blinds shall be locked or otherwise sealed against public entry.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuges generally, which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through December 11, 1970.

R. W. BURWELL,
Regional Director, Bureau of
Sport Fisheries and Wildlife.

SEPTEMBER 16, 1970.

[F.R. Doc. 70-12711; Filed, Sept. 23, 1970;
8:47 a.m.]

PART 32—HUNTING

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

The following special regulations are issued and are effective on date of publication in the FEDERAL REGISTER.

§ 32.12 Special regulations; migratory
game birds; for individual wildlife
refuge areas.

NORTH DAKOTA

J. CLARK SALYER NATIONAL WILDLIFE REFUGE

Public hunting of geese on the J. Clark Salyer National Wildlife Refuge, N. Dak., is permitted from October 3 through December 16, 1970, and the hunting of ducks and coots is permitted from October 3 through December 11, 1970, and the hunting of common snipe (Wilson's) is permitted from October 3 through November 15, 1970, but only on the area designated by signs as open to hunting. This open area comprising 2,850 acres is delineated on a map available at the refuge headquarters, Upham, N. Dak., and from the Regional Director, Bureau of Sport Fisheries and Wildlife, Federal Building, Fort Snelling, Twin Cities, Minn. 55111. Hunting shall be in accordance with all applicable State and Federal regulations subjects to the following special conditions:

(1) Blinds—Temporary blinds of approved material may be constructed.

(2) Retrieving zones—Retrieving zones will be designated by signs. Possession of firearms in retrieving zones is prohibited.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuges generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through December 16, 1970.

R. W. BURWELL,
Regional Director, Bureau of
Sport Fisheries and Wildlife.

SEPTEMBER 18, 1970.

[F.R. Doc. 70-12712; Filed, Sept. 23, 1970;
8:47 a.m.]

PART 32—HUNTING

Bear River Migratory Bird Refuge,
Utah

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

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

UTAH

BEAR RIVER MIGRATORY BIRD REFUGE

The public hunting of pheasants on the Bear River Migratory Bird Refuge, Utah, is permitted from November 7, 1970, through December 6, 1970, inclusive, but only on the area designated by signs as open to hunting. This open area, comprising 9,495 acres, is delineated on maps and shown as Area A which are available at refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, Post Office Box 1306, Albuquerque, N. Mex. 87103.

Hunting shall be in accordance with all applicable State regulations governing the hunting of pheasants subject to the following special conditions:

(1) No hunting is permitted from roadways or within 100 yards of roadways.

(2) Checking in and out—Each hunter who enters Area A is required to register at the checking station and check out before leaving the refuge.

(3) Parking—Hunters may park cars only at designated area within refuge.

(4) To reach open hunting area, travel is permitted on foot or bicycle from refuge checking station over roads between Units 1 and 2 and Units 2 and 3.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through December 6, 1970.

LLOYD F. GUNTHER,
Refuge Manager, Bear River
Migratory Bird Refuge, Brigham
City, Utah.

SEPTEMBER 16, 1970.

[F.R. Doc. 70-12715; Filed, Sept. 23, 1970;
8:47 a.m.]

PART 32—HUNTING

Cabeza Prieta Game Range, Ariz.;
Correction

In F.R. Doc. 70-10690, appearing on page 13020 of the issue for Saturday, August 15, 1970, the second sentence of the amendment to § 32.32 should read as follows: "The bighorn sheep season is from December 5 through December 20, 1970, inclusive."

CLAUDE F. LARD,
Refuge Manager.

SEPTEMBER 16, 1970.

[F.R. Doc. 70-12710; Filed, Sept. 23, 1970;
8:47 a.m.]

PART 32—HUNTING

Cape Romain National Wildlife
Refuge, S.C.

The following special regulations are issued and are effective on date of publication in the FEDERAL REGISTER.

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

SOUTH CAROLINA

CAPE ROMAIN NATIONAL WILDLIFE REFUGE

Public hunting of big game on the Bulls Island Unit of the Cape Romain National Wildlife Refuge, McClellanville, S.C., is permitted only on the area designated by signs as open to hunting. This open area, comprising 2,000 acres, is delineated on maps available at the refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, Peachtree-Seventh Building, Atlanta, Ga. 30323. Hunting shall be in accordance with all applicable State regulations governing the hunting of white-tail deer except the following special conditions:

(1) The open season for bow and arrow hunting of white-tailed deer (either sex) is November 2-7; November 30-December 5; and December 14-19, 1970. Daylight hours only.

(2) Bows with minimum recognized pull of 45 pounds and arrows with minimum blade width of seven-eighths inch will be required for deer. Firearms, crossbows, or any type of mechanical bow prohibited.

(3) Stand hunting only is permitted on the area north of the beach road from sunrise to 8:30 a.m. and from 3:30 p.m. until sunset. Stalk hunting is permitted between the hours of 8:30 a.m. until 3:30 p.m. on this area. Stalk hunting is permitted at all times on the area south of the beach road.

(4) No dogs allowed on the island.

(5) Hunters must check in with refuge personnel upon arrival and check out upon departure from Bulls Island.

(6) There is no limit on the number of deer taken.

(7) Camping is permitted in the designated campground only. Campsites may be erected 24 hours prior to each hunt, and must be removed within 24 hours after the close of each hunt. Campsites and camp gear may not be left from one hunt to the next.

(8) Permits are required and may be obtained at the refuge office on Bulls Island.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through December 19, 1970.

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

SOUTH CAROLINA

CAPE ROMAIN NATIONAL WILDLIFE REFUGE

Public hunting of rabbits, squirrels and raccoons on the Bulls Island Unit of the Cape Romain National Wildlife Refuge, McClellanville, S.C., is permitted only on the area designated by signs as open to hunting. This open area, comprising

2,000 acres, is delineated on maps available at the refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, Peachtree-Seventh Building, Atlanta, Ga. 30323. Hunting shall be in accordance with all applicable State regulations governing the hunting of rabbits, squirrels and raccoons except the following special conditions:

(1) The open season for hunting rabbits, squirrels, and raccoons is November 2-7; November 30-December 5; and December 14-19, 1970. Daylight hours only.

(2) Bow and arrows permitted. Firearms, crossbows, or any type mechanical bow prohibited. Drugged or poison arrows prohibited.

(3) No dogs allowed on the island.

(4) Hunters must check in with refuge personnel upon arrival and check out upon departure from Bulls Island.

(5) Hunters under 18 must be accompanied by an adult.

(6) Camping is permitted in the designated campground only. Campsites may be erected 24 hours prior to each hunt, and must be removed within 24 hours after the close of each hunt. Campsites and camp gear may not be left from one hunt to the next.

(7) Permits are required and may be obtained at the refuge office on Bulls Island.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through December 19, 1970.

W. L. TOWNS,

Acting Regional Director, Bureau of Sport Fisheries and Wildlife.

SEPTEMBER 15, 1970.

[F.R. Doc. 70-12713; Filed, Sept. 23, 1970; 8:47 a.m.]

PART 32—HUNTING

Horicon National Wildlife Refuge, Wis.

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

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

WISCONSIN

HORICON NATIONAL WILDLIFE REFUGE

The public hunting of deer and foxes on the Horicon National Wildlife Refuge, Wis., is permitted only on the area designated by signs as open to hunting, during the period November 21 through November 22, 1970, with designated firearms, and during the period December 5 through December 31, 1970, with bow and arrow. The open area, comprising 20,700 acres, is delineated on maps available at refuge headquarters, Mayville, Wis., and from the Regional Director, Bureau of Sports Fisheries and Wildlife, Federal Building, Fort Snelling, Twin Cities, Minn. 55111. Hunting shall be in accordance with all applicable State regulations.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through January 1, 1971.

ROBERT G. PERSONIUS,

Refuge Manager, Horicon National Wildlife Refuge, Mayville, Wis.

SEPTEMBER 15, 1970.

[F.R. Doc. 70-12714; Filed, Sept. 23, 1970; 8:47 a.m.]

Proposed Rule Making

DEPARTMENT OF THE TREASURY

Internal Revenue Service

[26 CFR Part 48]

MANUFACTURERS AND RETAILERS EXCISE TAXES

Taxability of Special Fuels

Notice is hereby given that the regulations set forth in tentative form below are proposed to be prescribed by the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury or his delegate. Prior to the final adoption of such regulations, consideration will be given to any comments or suggestions pertaining thereto which are submitted in writing, preferably in quintuplicate, to the Commissioner of Internal Revenue, Attention: CC:LR:T, Washington, D.C. 20224, within the period of 30 days from the date of publication of this notice in the *FEDERAL REGISTER*. Any written comments or suggestions not specifically designated as confidential in accordance with 26 CFR 601.601(b) may be inspected by any person upon written request. Any person submitting written comments or suggestions who desires an opportunity to comment orally at a public hearing on these proposed regulations should submit his request, in writing, to the Commissioner within the 30-day period. In such case, a public hearing will be held, and notice of the time, place, and date will be published in a subsequent issue of the *FEDERAL REGISTER*. The proposed regulations are to be issued under the authority contained in section 7805 of the Internal Revenue Code of 1954 (68A Stat. 917; 26 U.S.C. 7805).

[SEAL] RANDOLPH W. THROWER,
Commissioner of Internal Revenue.

Section 48.4041-7(c) (2) (relating to temporary loss of classification as a motor vehicle) of the Manufacturers and Retailers Excise Tax Regulations (26 CFR Part 48) is hereby amended to read as follows:

§ 48.4041-7 Definitions.

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

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

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

(b) The vehicle assumes the essential characteristics of an immobile piece of equipment or machinery designed for a specialized use.

After the mobility of the vehicle is restored, the vehicle shall again be considered a motor vehicle within the meaning of subparagraph (1) of this paragraph. For purposes of this subparagraph, the mere fact that a vehicle, in order for the equipment or machinery to perform the operation for which it is primarily adapted, is rendered immobile by placing wedges or chock blocks against the tires or by the switching or pulling of a lever such as a handbrake or power takeoff is not sufficient to satisfy the requirement that the vehicle be incapable of motion.

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

Example (1). The X Company which is engaged in the oil-well-servicing business uses a motor vehicle which is primarily adapted to oil well servicing. X Company moves a motor vehicle on which is mounted servicing equipment to a wellhead which is to be serviced. At the wellhead, the vehicle is immobilized by the erection of a mast stabilized by the use of jacks, either hydraulic or mechanical. This immobilization process is essential in order that the mast be secure and level over the wellhead and, when completed, the vehicle is incapable of movement. The power used for operating the special equipment needed to service the oil well is obtained by means of a power transfer from the same motor which is used to propel the vehicle. Since the requirements of subdivision (i) of this subparagraph are satisfied, during the time the vehicle is immobilized it is not considered a motor vehicle for purposes of subparagraph (1) of this paragraph.

Example (2). The Y Company is engaged in the business of trimming tree limbs away from telephone and electric transmission lines. Y Company uses a motor vehicle on which is mounted aerial lift equipment in order to trim these trees. Before trimming these trees, the vehicle is made incapable of motion by use of hydraulic or mechanical jacks which prevent movement of the truck during the trimming process. The power used for operating the aerial lift equipment is obtained by means of a power transfer from the same motor which is used to propel the vehicle. Since the requirements of subdivision (i) of this subparagraph are satisfied, during the time the vehicle is immobilized it is not considered a motor vehicle for purposes of subparagraph (1) of this paragraph.

Example (3). Z Company which is engaged in the concrete-mixing business uses a motor

vehicle on which is mounted a concrete mixer. The vehicle is used for transporting concrete, mixing concrete while in transit, or mixing concrete at the jobsite. The power used for operating the concrete mixer is obtained by means of a power transfer from the same motor which is used to propel the vehicle. Because this vehicle is transporting or processing its cargo, it can not meet the requirements of subdivision (a) of subparagraph (2) (i) and does not temporarily lose its classification as a motor vehicle.

[F.R. Doc. 70-12766; Filed, Sept. 23, 1970;
8:51 a.m.]

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

[50 CFR Part 12]

EUFALA NATIONAL WILDLIFE REFUGE, ALABAMA AND GEORGIA

Proposed Designation of Area Closed to Hunting of Migratory Birds

Notice is hereby given that it is proposed to designate an area closed to the hunting of migratory birds, as set forth below. The purpose of this designation is to aid administration of the Eufaula National Wildlife Refuge and to improve the effectiveness of the refuge for the purposes for which it was established by the United States.

It is the policy of the Department of the Interior whenever practicable, to afford the public an opportunity to participate in the rulemaking process. Accordingly, interested persons may submit written comments, suggestions, or objections with respect to the proposal to the Director, Bureau of Sport Fisheries and Wildlife, Washington, D.C. 20240, within 30 days of the date of publication of this notice in the *FEDERAL REGISTER*.

The text of the proposed designation is as follows:

This action is taken by virtue of and pursuant to section 3 of the Migratory Bird Treaty Act of July 3, 1918 (40 Stat. 755), as amended by the Act of June 20, 1936 (49 Stat. 1556) and by virtue of the reorganization Plan II (53 Stat. 1433) and in accordance with section 4(a) of the Administrative Procedure Act of June 11, 1946 (60 Stat. 238).

Having due regard to the zones of temperature and to the distribution, abundance, economic value, breeding habits, and times and lines of migratory flight of migratory birds included in the terms of the Convention between the United States and Great Britain for the protection of migratory birds, concluded August 16, 1916, and the Convention between the United States and the United Mexican States for the protection of migratory birds and game mammals, concluded February 7, 1936, I hereby

designate as a closed area in or on which pursuing, hunting, taking, capturing, or killing of migratory birds, or attempting to take, capture or kill migratory birds is not permitted, all the water areas within the following-described boundary:

An area of water in Barbour County, Ala., and Stewart and Quitman Counties, Ga., comprising parts of the Eufaula National Wildlife Refuge and certain lands and waters adjacent thereto, embraced within the following boundary:

All the area of the Chattahoochee River, lying within Walter F. George Reservoir, bank to bank, submerged or exposed, including the waters thereof, between river mile 104 and river mile 116. Included also are the waters of Cowkee Creek, Wylaunee Creek and Barbour Creek, all in Barbour County, Ala.; Rood Creek and Grass Creek in Stewart County, Ga.; and Bustahatchee Creek and Soapstone Creek in Quitman County, Ga., as all the above waters lie within the boundary of the Eufaula National Wildlife Refuge.

GEORGIA

Eufaula National Wildlife Refuge.

A. V. TUNISON,
Acting Director, Bureau of
Sport Fisheries and Wildlife.

SEPTEMBER 17, 1970.

[F.R. Doc. 70-12716; Filed, Sept. 23, 1970;
8:47 a.m.]

[50 CFR Part 12]

WASSAW NATIONAL WILDLIFE REFUGE, GA.

Proposed Designation of Area Closed to Hunting of Migratory Birds

Notice is hereby given that it is proposed to designate an area closed to the hunting of migratory birds, as set forth below. The purpose of this designation is to aid administration of the Wassaw National Wildlife Refuge and to improve the effectiveness of the refuge for the purpose for which it was established by the United States.

It is the policy of the Department of the Interior whenever practicable, to afford the public an opportunity to participate in the rulemaking process. Accordingly, interested persons may submit written comments, suggestions, or objections with respect to the proposal to the Director, Bureau of Sport Fisheries and Wildlife, Washington, D.C. 20240, within 30 days of the date of publication of this notice in the FEDERAL REGISTER.

The text of the proposed designation is as follows:

This action is taken by virtue of and pursuant to section 3 of the Migratory Bird Treaty Act of July 3, 1918 (40 Stat. 755), as amended by the Act of June 20, 1936 (49 Stat. 1556) and by virtue of the reorganization Plan II (53 Stat. 1433) and in accordance with section 4(a) of the Administrative Procedure Act of June 11, 1946 (60 Stat. 238).

Having due regard to the zones of temperature and to the distribution, abundance, economic value, breeding habits, and times and lines of migratory

flight of migratory birds included in the terms of the Convention between the United States and Great Britain for the protection of migratory birds, concluded August 16, 1916, and the Convention between the United States and the United Mexican States for the protection of migratory birds and game mammals concluded February 7, 1936, I hereby designate as a closed area in or on which pursuing, hunting, taking, capturing, or killing of migratory birds, or attempting to take, capture, or kill migratory birds is not permitted, all the land, marsh and water areas in Chatham County, Ga., within the following described boundary:

An area of land and water in Chatham County, Ga., comprising all of the Wassaw National Wildlife Refuge and certain lands and waters adjacent thereto, embraced within the following boundary:

Beginning at a point in the low water mark of Wassaw Island on the east bank of Odingsell River, approximately 100 feet due west of a U.S. Coast and Geodetic survey marker, known as Wassaw No. 2; thence southerly with the low water mark of Wassaw Island, a distance of approximately 2,500 feet to point where Odingsell River intersects Ossabaw Sound; thence southeasterly with the low water mark of Wassaw Island and Ossabaw Sound, a distance of approximately 2,500 feet to a point where the low water mark of Ossabaw Sound and the low water mark of the Atlantic Ocean intersect, and being the southernmost point of Wassaw Island; thence in a northeasterly direction with the low water mark of Wassaw Island and the Atlantic Ocean, a distance of approximately 25,000 feet to point where the low water mark of Wassaw Sound intersects the low water mark of the Atlantic Ocean, being the northeasternmost point of Wassaw Island; thence in a westerly direction with the low water mark of Wassaw Island and Wassaw Sound, and Romyer Marsh Creek, crossing several tidal creeks and guts, a distance of approximately 28,000 feet to point where low water mark of Habersham Creek intersects low water mark of Romyer Marsh Creek; thence southerly with the low water mark of the east bank of Habersham Creek, a distance of approximately 8,000 feet to point where low water mark of Habersham Creek intersects the low water mark of an unnamed tidal gut; thence southeasterly crossing the said tidal gut, a distance of approximately 175 feet to a point in the low water mark of Wassaw Island; thence southerly with low water mark of east bank of said unnamed gut and Wassaw Island, a distance of approximately 500 feet to point where the low water mark of said unnamed gut intersects the low water mark of Odingsell River; thence southwesterly, a distance of approximately 600 feet, crossing Odingsell River to a point in the low water mark of the west bank of Odingsell River, on the shore of Little Wassaw Island; thence northwesterly and southwesterly with the low water mark of Odingsell River and Adams Creek, respectively, crossing several tidal creeks and guts, a distance of approximately 22,000 feet to a point where low water mark of Adams Creek intersects the low water mark of Ossabaw Sound; thence in an easterly direction with the low water mark of Ossabaw Sound, along the shore of Little Wassaw Island, crossing the mouths of several creeks and guts, a distance of approximately 10,000 feet to a point where the low water mark of Curtis Creek intersects the low water mark of Ossabaw Sound; thence in a southeasterly direction, crossing Curtis Creek, a distance of approximately 200 feet to a point in the low

water mark of the east bank of Curtis Creek, on the shore of the Island; thence easterly with low water mark of Pine Island and Ossabaw Sound a distance of approximately 8,000 feet to point where the low water mark of the west bank of Odingsell River intersects the low water mark of Ossabaw Sound; thence southeasterly a distance of approximately 900 feet, crossing Odingsell River to the point of beginning.

A. V. TUNISON,
Acting Director, Bureau of
Sport Fisheries and Wildlife.

SEPTEMBER 17, 1970.

[F.R. Doc. 70-12717; Filed, Sept. 23, 1970;
8:47 a.m.]

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[7 CFR Part 1061]

[Docket No. AO 387-A2]

MILK IN SOUTHEASTERN MINNESOTA-NORTHERN IOWA (DAIRYLAND) MARKETING AREA

Notice of Partial Recommended Decision and Opportunity To File Written Exceptions on Proposed Amendments to Tentative Marketing Agreement and to Order

Notice is hereby given of the filing with the Hearing Clerk of this partial recommended decision with respect to proposed amendments to the tentative marketing agreement and order regulating the handling of milk in the Southeastern Minnesota-Northern Iowa (Dairyland) marketing area.

Interested parties may file written exceptions to this decision with the Hearing Clerk, U.S. Department of Agriculture, Washington, D.C. 20250, by the 15th day after publication of this decision in the FEDERAL REGISTER. The exceptions should be filed in quadruplicate. All written submissions made pursuant to this notice will be made available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

The above notice of filing of the decision and of opportunity to file exceptions thereto is issued pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900).

Preliminary statement. The hearing on the record of which the proposed amendments, as hereinafter set forth, to the tentative marketing agreement and to the order as amended, were formulated, was conducted at Rochester, Minn., on August 19, 1970, pursuant to notice thereof which was issued August 3, 1970 (35 F.R. 12613).

This decision deals only with the issue relating to the level of the Class I price after October 31, 1970. All other issues are reserved for later decision.

The material issues on the record of the hearing relate to:

1. Class I price level after October 31, 1970.
2. Pool plant performance standards.
3. Basis for making producer payments.
4. Charges on overdue accounts.
5. Miscellaneous administrative and conforming changes.

Findings and conclusions. The following findings and conclusions on the material issues are based on evidence presented at the hearing and the record thereof:

1. **Class I price level.** The present Class I price provisions should remain in effect beyond October 31, 1970.

The order regulating the handling of milk in the Southeastern Minnesota-Northern Iowa (Dairyland) marketing area was made effective on May 1, 1969. In his decision to promulgate the order, the Under Secretary concluded that the Class I price provisions should be applicable for only an 18-month period, which expires October 31, 1970. This period of operation provided all interested parties with an opportunity to examine the effectiveness of the Class I price level. The decision provided further that prior to the expiration of the pricing provisions, a reexamination of the Class I price level should be made at a public hearing, at which time more complete market information pertaining to milk supplies and sales could be considered.

The present Class I price per hundredweight of milk is the basic formula price for the preceding month plus \$0.86, plus an additional \$0.20 per hundredweight. The basic formula price is the average pay price for manufacturing grade milk in Minnesota and Wisconsin. The Class I price formula is identical to that provided in the base zone of the Minneapolis-St. Paul order.

Associated Milk Producers, Inc. (AMPI), one of the major cooperative associations operating in the market, proposed that the current Class I price level be continued pending the completion of a regional study of Class I price levels in this general area. Proponent's witness stated that while AMPI believes that an increase in the Class I price level would be appropriate at this time, a specific proposal to increase the Class I price level might result from the regional Class I price study and could be regional in scope. For this reason, proponent supports an indefinite extension of the present Class I price level after October 31, 1970.

Another witness, representing Mid-America Dairymen, Inc., stated that his organization favored an increase in the Class I price level also, since to them it seemed that Class I prices in this area are out of alignment with other milk orders to the west and south. The witness cited no specific problem in connection with markets located to the west and south of this order, except to note that the Class I differentials there are higher than those provided in Order 61.

Proponents, and a witness for Land O'Lakes Creameries, Inc., recognized that

the Class I price relationship with the Minneapolis-St. Paul order is of major significance in any proposal to change the level of the Class I price for this market.

Official notice is taken of the decision of the Under Secretary promulgating this marketing order issued on February 27, 1969 (34 F.R. 3808), which states in part:

Since this marketing area, as well as the Minneapolis-St. Paul marketing area, is located in a region of heavy milk production in relation to population, there is considerably more milk manufactured in the area than is disposed of for Class I uses. In order to compensate producers for producing milk of Grade A quality which is needed for Class I sales, the Class I milk price must be somewhat higher than the price received by producers of manufacturing grade milk. However, if the Class I price more than compensates producers for the extra cost of Grade A milk production, dairy farmers are encouraged unnecessarily to shift from manufacturing grade milk production to the production of Grade A milk. If additional Grade A milk supplies cannot be disposed of in Class I outlets, such milk must be utilized in manufactured dairy products at a price competitive with dairy products made from manufacturing grade milk. Hence, in establishing a Class I price, particularly for this area where large quantities of Grade A milk in excess of those needed for Class I sales already exist, it is essential that the Class I price be maintained at a level which will not unduly encourage greater supplies of Grade A milk to be produced.

Handlers who would be regulated under this order compete for fluid milk sales with Minneapolis-St. Paul handlers, both within this marketing area and within the proposed expanded Minneapolis-St. Paul marketing area.¹ The Minneapolis-St. Paul market is much the larger of the two markets. Its Class I sales are four times the Class I sales in this area. Because of its size, the Minneapolis-St. Paul market's Class I price virtually dictates the Class I price for this area.

Any higher price for this area might cause Minneapolis-St. Paul Class I milk to be substituted for local milk supplies.

The interaction between the two markets as described in the decision which promulgated the order remains virtually unchanged. This situation was not controverted in the record. In addition, the juxtaposition of both markets to each other, and to one of the heaviest milk production areas in the nation underscores the need to coordinate closely the respective Class I price differentials.

Based on data for the first 12 months (ending April 1970) that the order was fully effective, a fully adequate supply of milk for the market has been forthcoming. Official notice is taken of the monthly "Milk Market Data" issued by the market administrator for the months of August 1969 through April 1970. Issues covering May, June and July 1969 were introduced as exhibits. Of 372.4 million pounds of producer milk pooled during the 12 months ending April 1970, 195.2 million pounds, or about 52 percent, were marketed as Class I sales. Monthly Class I utilization figures during this period

¹ The marketing area expansion referred to was made effective May 1, 1969 (34 F.R. 5919).

ranged from a low of 41.7 percent in June 1969 to a high of 70.3 percent in October 1969.

The present Class I price as established in Order 61, and as proposed herein to be continued, is appropriate for this market.

Rulings on proposed findings and conclusions. Briefs and proposed findings and conclusions were filed on behalf of certain interested parties. These briefs, proposed findings and conclusions and the evidence in the record were considered in making the findings and conclusions set forth above. To the extent that the suggested findings and conclusions filed by interested parties are inconsistent with the findings and conclusions set forth herein, the requests to make such findings or reach such conclusions are denied for the reasons previously stated in this decision.

General findings. The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) The tentative marketing agreement and the order, as hereby proposed to be amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(b) The parity prices of milk as determined pursuant to section 2 of the Act are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the marketing area, and the minimum prices specified in the proposed marketing agreement and the order, as hereby proposed to be amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest; and

(c) The tentative marketing agreement and the order, as hereby proposed to be amended, will regulate the handling of milk in the same manner as, and will be applicable only to persons in the respective classes of industrial and commercial activity specified in, a marketing agreement upon which a hearing has been held.

Recommended marketing agreement and order amending the order. The recommended marketing agreement is not included in this decision because the regulatory provisions thereof would be the same as those contained in the order, as hereby proposed to be amended. The following order amending the order, as amended, regulating the handling of milk in the Southeastern Minnesota-Northern Iowa (Dairyland) marketing area is recommended as the detailed and appropriate means by which the foregoing conclusions may be carried out:

Paragraph (a) of § 1061.51 is revised to read:

§ 1061.51 Class prices.

(a) *Class I milk price.* The Class I milk price shall be the basic formula price for the preceding month plus \$0.86, plus an additional 20 cents.

Signed at Washington, D.C., on September 21, 1970.

JOHN C. BLUM,
Deputy Administrator,
Regulatory Programs.

[F.R. Doc. 70-12761; Filed, Sept. 23, 1970;
8:51 a.m.]

DEPARTMENT OF TRANSPORTATION

Coast Guard

[33 CFR Part 117]

[CGFR 70-120]

PASSAIC RIVER, N.J.

Drawbridge Operation

1. The Commandant, U.S. Coast Guard is considering a request by the Erie Lackawanna Railroad Co. to revise the special operation regulations for its bridge across the Passaic River at West Arlington, N.J. Present regulations governing this bridge allow the draw to remain closed to navigation from 11 p.m. to 7 a.m. but require that the draw be opened promptly on signal at all other times. The proposed regulations would still allow the draw to remain closed to navigation from 11 p.m. to 7 a.m. but would require 8 hours' advance notice at all other times. Authority for this action is set forth in section 5, 28 Stat. 362, as amended (33 U.S.C. 499), section 6(g) (2) of the Department of Transportation Act (49 U.S.C. 1655(g) (2)) and 49 CFR 1.46(c) (5).

2. Accordingly, it is proposed to revise 33 CFR 117.225(f) (2-a) to read as follows:

§ 117.225 Navigable waters in the State of New Jersey; bridges where constant attendance of drawtenders not required.

(f) * * *

(2-a) *Passaic River, Erie Lackawanna Railroad bridge between Newark and West Arlington, N.J.* The draw need not be opened from 11 p.m. to 7 a.m. At all other times 8 hours' advance notice is required.

3. Interested persons may participate in this proposed rule making by submitting written data, views, arguments, or comments as they may desire on or before October 29, 1970. All submissions should be made in writing to the Commander, Third Coast Guard District, Governors Island, New York, N.Y. 10004.

4. It is requested that each submission state the subject to which it is directed, the specific wording recommended, the

reason for any recommended change, and the name, address and firm or organization, if any, of the person making the submission.

5. Each communication received within the time specified will be fully considered and evaluated before final action is taken on the proposal in this document. This proposal may be changed in light of the comments received. Copies of all written communications received will be available for examination by interested persons at the office of the Commander, Third Coast Guard District.

6. After the time set for the submission of comments by the interested parties, the Commander, Third Coast Guard District will forward the record, including all written submissions and his recommendations with respect to the proposals and the submissions, to the Commandant, U.S. Coast Guard, Washington, D.C. The Commandant will thereafter make a final determination with respect to these proposals.

Dated: September 16, 1970.

C. R. BENDER,
Admiral, U.S. Coast Guard,
Commandant.

[F.R. Doc. 70-12728; Filed, Sept. 23, 1970;
8:48 a.m.]

FEDERAL POWER COMMISSION

[18 CFR Parts 2, 4, 5, 157]

[Docket No. R-398]

IMPLEMENTATION OF NATIONAL ENVIRONMENTAL POLICY ACT OF 1969

Notice of Proposed Policy Statement and Rule Making

SEPTEMBER 17, 1970.

Pursuant to 5 U.S.C. 553, the Commission gives notice that it proposes to add a new subdivision to Part 2—General Policy and Interpretations, Chapter I, Title 18, of the Code of Federal Regulations, to implement the provisions of the National Environmental Policy Act of 1969, Public Law 91-190, approved January 1, 1970, 83 Stat. 852-856, which directs that, to the fullest extent possible, the policies, regulations and public laws of the United States shall be interpreted and administered in accordance with the policies for the protection of the environment set forth in that Act. The Commission also gives notice that it proposes to amend §§ 4.40 and 5.1 of its regulations under the Federal Power Act to require applicants for certain licenses or license amendments to submit therewith a detailed statement of environmental factors. Notice is also given that the Commission proposes to amend § 157.14 (a) of its regulations under the Natural Gas Act to prescribe a new exhibit relating to environmental factors to be submitted with certain applications for certificates of public convenience and necessity.

Any interested person may submit to the Federal Power Commission, Washington, D.C. 20426, not later than Novem-

ber 2, 1970, views and comments in writing concerning all or part of the amendments proposed herein. An original and 14 confirmed copies should be filed with the Commission. All submittals should contain the name, title, and mailing address of the person or persons to whom communications concerning the matter should be addressed, and whether the person filing them requests a conference at the Federal Power Commission to discuss the proposed policy statement and amendments to the regulations. The Commission will consider all written submittals and responses before issuing an order in this proceeding.

The proposed amendments set forth the policy and procedural guidelines which the Commission intends to follow in exercising its responsibilities under the National Environmental Policy Act of 1969 with regard to (1) the licensing of hydroelectric projects under Part I of the Federal Power Act; (2) the issuance of certificates of public convenience and necessity to natural gas pipelines under section 7 of the Natural Gas Act; and (3) the preparation of Commission views and comments on those legislative proposals, whether originating with the Commission or proposed by others, which confer upon the Federal Power Commission primary responsibility for the discharge of significant environmental functions.

The proposed amendments are consistent with the public interest in avoiding unreasonable delay in meeting the growing national need for electric power and natural gas and are intended to serve as guidelines pending (1) the development of any more detailed procedures in consultation with the Council of Environmental Quality established by title II of the National Environmental Protection Act of 1969, (2) the development of arrangements between the Commission and other Federal, regional, and State agencies that may be designated as having jurisdiction by law or special expertise in environmental matters, and (3) enactment of such legislation as may be proposed by the Commission in compliance with section 103 of the National Environmental Policy Act of 1969.

On January 1, 1970, the National Environmental Policy Act of 1969 (Public Law 91-190) became effective. The stated purposes of that Act are: To declare a national policy which will encourage productive and enjoyable harmony between man and his environment; to promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man; to enrich the understanding of the ecological systems and natural resources important to the Nation; and to establish a Council on Environmental Quality.

Section 101(b) of that Act provides that, in order to carry out the policy set forth in the Act, it is the continuing responsibility of the Federal Government to use all practicable means, consistent with other essential considerations of national policy, to improve and coordinate Federal plans, functions, programs, and resources toward certain stated ends.

Under section 102 of the Act all agencies of the Federal Government are required, among other things, to include in every recommendation or report on proposals for legislation and other major Federal actions significantly affecting the quality of the human environment, a detailed statement by the responsible official on certain specified environmental considerations. Prior to making the detailed statement, the responsible Federal official is required to consult with and obtain the comments of any Federal agency which has jurisdiction by law of special expertise with respect to any environmental impact involved.

On July 10, 1970, the Commission promulgated a comprehensive statement of general policy and amended its regulations under the Natural Gas Act to provide guidelines for natural gas pipeline companies in the planning, locating, clearing and maintenance of rights-of-way and the construction of above-ground facilities. See Order No. 407, issued in Docket No. R-360, 35 F.R. 11387, July 16, 1970, 44 FPC —. In Order No. 407, the Commission also stated that although these guidelines and the information to be obtained by the amended rules will assist the Commission in complying with the National Environmental Policy Act, the Commission would consider further formal rulemaking proceedings in light of that Act (Order No. 407, mimeo p. 5). With respect to the statement of policy and amendments to the regulations under the Natural Gas Act proposed herein, the Commission's objective is to establish procedures which will permit inclusion of considerations relating to overall environmental impact of the applicant's proposal in the total amalgam of factors entering the public convenience and necessity standard of the Natural Gas Act. In achieving this end, the Commission will continue to be mindful of the ever-growing utility service requirements of the Nation's natural gas consumers.

Accordingly, we are proposing that applications for certificates of public convenience and necessity filed by natural gas pipeline companies under section 7(c) of the Natural Gas Act, shall be accompanied by a statement containing information concerning the general environmental factors deemed relevant to Federal actions by the National Environmental Policy Act. (We do not now establish specific classifications, if any, of proposed pipeline investment or facilities, installation which will automatically involve major Commission actions significantly affecting the quality of the human environment.) With respect to certain hydroelectric license applications filed pursuant to Part I of the Federal Power Act, we are proposing to require the filing of a detailed environmental statement as prescribed in proposed § 2.80 at the time an application is filed with the Commission.

Past Commission experience, and particularly a review of the decided cases, indicates that environmental questions

are not normally present in proceedings arising under other provisions of the Natural Gas Act. However, in the event the Commission finds, or any party alleges the existence of environmental questions in natural gas applications filed with the Commission pursuant to sections 7(a) or (b) of the Gas Act, the Commission may require the applicants to file relevant information with the Commission so that it will be able to make a detailed statement on environmental factors in compliance with the National Environmental Policy Act. Also, section 7(c) abbreviated certificate applications filed under § 157.7 of the Commission's regulations, need not contain the additional exhibit information proposed herein below unless expressly directed to do so by further order of the Commission.

Commission experience also indicates that its regulation of independent producer's gas rates under the Natural Gas Act does not normally involve authorizations touching upon questions of environmental quality. Activities of independent producers which would affect the environment such as offshore drilling or gas and oil production are within the primary jurisdiction of other Federal and State agencies. However, we do not preclude the possibility of an independent producer application being filed with the Commission which would request action having an environmental impact. In such circumstances the Commission would require the applicant to file relevant information with the Commission which would permit a detailed statement on the environmental impact of the requested action.

The proposed amendments to Part 2—General Policy and Interpretations of the Commission's general rules, to §§ 4.40 and 5.1 of the Commission's regulations under the Federal Power Act, and to § 157.14(a) of the Commission's regulations under the Natural Gas Act, would be issued under the authority granted the Federal Power Commission by the Federal Power Act, particularly sections 4, 10, 15, 307, 309, 311 and 312 (41 Stat. 1065, 1068, 1069, 1070, 1072, 1353, 46 Stat. 798, 49 Stat. 839, 842, 843, 844, 856, 858, 859, 61 Stat. 501, 82 Stat. 617; 16 U.S.C. 797, 803, 808, 825f, 825h, 825j, 825k), by the Natural Gas Act, particularly sections 7 and 16 (52 Stat. 824, 825, 830, 56 Stat. 83, 84, 61 Stat. 459; 15 U.S.C. 717f, 717o), and by the National Environmental Policy Act of 1969, Public Law 91-190, approved January 1, 1970, particularly sections 102 and 103 (83 Stat. 853, 854).

PART 2—GENERAL POLICY AND INTERPRETATIONS

A. In furtherance of the aforesaid aims the Commission proposes to amend Part 2 in Chapter I, Title 18, of the Code of Federal Regulations by adding at the end of Part 2 a new subdivision entitled, "Statement of General Policy to Implement Procedures for Compliance With the National Environmental Policy Act of 1969," which will read as follows:

STATEMENT OF GENERAL POLICY TO IMPLEMENT PROCEDURES FOR COMPLIANCE WITH THE NATIONAL ENVIRONMENTAL POLICY ACT OF 1969

§ 2.80 Detailed environmental statement.

(a) It shall be the general policy of the Federal Power Commission to adopt and to adhere to the objectives and aims of the National Environmental Policy Act of 1969 (Act) in its regulation under the Federal Power Act and the Natural Gas Act. The National Environmental Policy Act of 1969 requires, among other things, a detailed environmental statement in all major Federal actions and in all reports and recommendations on environmental legislative proposals which will significantly affect the quality of the human environment.

(b) Therefore, in compliance with the National Environmental Policy Act of 1969 we will make a detailed environmental statement when the regulatory action taken by us under the two aforementioned Acts will have such an environmental impact. The detailed statement shall consist of an analysis of the following factors as specified in section 102(2)(C) of the Act.

(1) The environmental impact of the proposed action.

(2) Any adverse environmental effects which cannot be avoided should the proposal be implemented.

(3) Alternatives to the proposed action.

(4) The relationship between local short-term uses of the man's environment and the maintenance and enhancement of long-term productivity, and

(5) Any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented.

§ 2.81 Compliance with the National Environmental Policy Act of 1969 under Part I of the Federal Power Act.

(a) A notice of all applications for major projects (those in excess of 2,000 horsepower) or for reservoirs only providing regulatory flows to down-stream (major) hydroelectric projects under Part I of the Federal Power Act for license or relicense, or amendment to license proposing construction of project works or new operating or maintenance programs, will be transmitted by the Commission to the Council on Environmental Quality and to appropriate governmental bodies—Federal, regional, State and local with a request for comments on, among other things, the environmental considerations listed in § 2.80. Notice of all such applications shall also be made in the FEDERAL REGISTER.

(b) All applications covered by paragraph (a) of this section shall be accompanied by the applicant's detailed statement of the environmental factors specified in § 2.80. The applicant shall file 10 copies of such statement with the Council on Environmental Quality at the time the statement is filed with the Commission. Furthermore, the applicant shall be

responsible for promptly supplying copies of such statement to all participants in the proceeding and to all governmental bodies given notice pursuant to paragraph (a) of this section.

(c) All interveners taking a position on environmental matters shall file a detailed environmental statement on, inter alia, the considerations listed in § 2.80 at a time specified by the Presiding Examiner. The intervener shall be responsible for filing 10 copies of such statement with the Council on Environmental Quality at the time the statement is filed with the Commission and shall also supply copies of such statement to all participants in the proceedings.

(d) The applicant, staff, and all interveners taking a position on environmental matters should offer evidence for the record in support of their environmental position, including, inter alia, pertinent factors specified in § 2.80.

(e) (1) In the case of each contested application the initial and reply briefs filed by the applicant, the staff, and all interveners taking a position on environmental matters should specifically analyze and evaluate the evidence in the light of the environmental criteria enumerated in § 2.80. The views of the Council on Environmental Quality, if any, should be made in a written statement served upon the Commission staff and all parties of record pursuant to the briefing schedule as prescribed by the Presiding Examiner.

(2) Furthermore the Initial Decision of the Presiding Examiner in such cases should include an evaluation of the environmental factors enumerated in § 2.80 and the views expressed in conjunction therewith by the applicant and all those making formal comment pursuant to the provisions of this section.

(f) In the case of noncontested applications the staff shall prepare a detailed statement as prescribed in § 2.80 based on its own analysis of the application's environmental impact and all matters of record. The Council on Environmental Quality shall be supplied with ten copies of such statement and afforded 30 days in which to submit any written comments they may care to offer. The Commission will consider any such comments submitted prior to taking final action with respect to the application. As part of its final order the Commission will prepare a detailed statement as prescribed in § 2.80.

(g) Ten copies of all comments from governmental bodies—Federal, regional, State and local—received pursuant to this section shall also be transmitted to the Council on Environmental Quality by the party filing such comments at the time of filing with the Commission.

§ 2.82 Compliance with the National Environmental Policy Act of 1969 under the Natural Gas Act.

(a) A notice of all certificate applications filed under section 27(c) of the Natural Gas Act (15 U.S.C. 717f(c)) will be transmitted by the Commission to the Council on Environmental Quality. Notice of all certificate applications will continue to be published in the Fed-

ERAL REGISTER, and transmitted to other governmental bodies.

(b) All applications covered by paragraph (a) of this section, except abbreviated applications filed under § 157.7 of this chapter, shall be accompanied by a "Statement by the Applicant concerning the requirements of the National Environmental Policy Act of 1969", as prescribed in § 157.14(a)(6-4) of this chapter and shall include an environmental analysis of the total construction and operating program of the proposed project. If the Commission concludes that a "detailed statement" will be required as a part of the Commission's ultimate action, the applicant will be required to submit a detailed statement as prescribed in § 2.80 for the Commission's consideration. If such detailed statement is ordered or otherwise filed with the Commission the applicant shall be responsible for promptly supplying copies thereof to all participants in the proceedings and to all governmental bodies given notice pursuant to paragraph (a) of this section, including the transmittal of 10 copies of such statement to the Council on Environmental Quality at the time the statement is filed with the Commission.

(c) All interveners taking a position on environmental matters shall file a detailed environmental statement on, inter alia, the considerations listed in § 2.80 at a time specified by the Presiding Examiner. The intervener shall be responsible for filing 10 copies of such statement with the Council on Environmental Quality at the time the statement is filed with the Commission and shall also supply copies of such statement to all participants in the proceeding.

(d) The applicant, staff, and all interveners taking a position on environmental matters should offer evidence for the record in support of their environmental position, including, inter alia, pertinent factors specified in § 2.80.

(e) (1) In the case of each contested application the initial and reply briefs filed by the applicant, the staff, and all interveners taking a position on environmental matters should specifically analyze and evaluate the evidence in the light of the environmental criteria enumerated in § 2.80. The views of the Council on Environmental Quality, if any, should be made in a written statement served upon the Commission staff and all parties of record pursuant to the briefing schedule as prescribed by the Presiding Examiner.

(2) Furthermore the Initial Decision of the Presiding Examiner in such cases should include an evaluation of the environmental factors enumerated in § 2.80 and the views expressed in conjunction therewith by the applicant and all those making formal comment pursuant to the provisions of this section.

(f) When the Commission determines that its action on an application which is otherwise subject to the Commission's noncontested procedures will have a significant environmental effect, the staff shall prepare a detailed statement as prescribed in § 2.80 based on its own analysis of the application's environ-

mental impact and all matters of record. The Council on Environmental Quality shall be supplied with 10 copies of such statement and afforded 30 days in which to submit any written comments they may care to offer. The Commission will consider any such comments submitted prior to taking final action with respect to the application. As part of its final order the Commission will prepare a detailed statement as prescribed in § 2.80.

(g) Ten copies of all comments from governmental bodies—Federal, regional, State, and local—received pursuant to this section shall also be transmitted to the Council on Environmental Quality by the party filing such comments at the time of filing with the Commission.

§ 2.83 Legislative reporting pursuant to section 102(2)(C) of the National Environmental Policy Act.

(a) The detailed statement of the environmental considerations specified in § 2.80 (required by section 102(2)(C) of the National Environmental Policy Act) shall be prepared in conjunction with all Commission reports and recommendations on significant environmental legislation initiated by the Commission or initiated elsewhere but conferring on the Commission the primary responsibility for administering or implementing its provisions.

(b) In preparing and publishing the detailed statements referred to in paragraph (a) of this section, the following procedures shall be observed:

(1) *Legislative proposals initiated by the Commission.* (i) At the time a legislative proposal having environmental significance is introduced in the Congress at the Commission's request, notice shall be published in the FEDERAL REGISTER summarizing the contents and purposes of the bill, outlining its environmental significance, and notifying all Federal, State, regional, and local agencies authorized to develop and enforce environmental standards that they may submit comments with respect to the environmental impact and significance of the proposal.

(ii) The Council on Environmental Quality shall also be notified by mail of all such proposals.

(iii) Copies of all comments received pursuant to subdivisions (i) and (ii) of this subparagraph shall be placed in the public files. All such comments should be directly transmitted to the Council on Environmental Quality by the filing party at the time they are filed with the Commission.

(iv) On the basis of the comments received and its own analysis, the staff shall prepare a detailed statement on the proposal's environmental significance which, upon approval by the Commission, shall be transmitted to the Office of Management and Budget for review.

(v) When finally approved, the detailed statement shall be transmitted to the Congress and the Council on Environmental Quality and shall be available for public inspection at the Commission's Office of Public Information, 441 G Street NW., Washington, D.C. 20426.

(2) *Legislation initiated elsewhere.* (i) When a bill that has environmental significance is introduced and referred to the Commission for comment and designates the Commission as having primary responsibility for implementing its objectives, the procedures outlined above in subparagraph (1) of this paragraph shall be followed: *Provided, That*, publication in the FEDERAL REGISTER of the notice of the introduction of the bill and requesting comments shall not be made until the bill has been referred to the Commission for comment by a Congressional committee.

PART 4—LICENSES, PERMITS AND DETERMINATION OF PROJECT COSTS

B. The Commission proposes to amend §§ 4.40 and 5.1 in Subchapter B—Regulations under the Federal Power Act, Chapter I, Title 18, of the Code of Federal Regulations as follows:

1. In § 4.40 redesignate existing paragraph (l) as paragraph (m); immediately following existing paragraph (k), insert a new paragraph (l). As amended, these portions of § 4.40 will read:

APPLICATION FOR LICENSE FOR PROPOSED MAJOR PROJECT OR MINOR PART THEREOF
§ 4.40 Contents.

(l) Those applications within the purview of § 2.81(a) of this chapter must include a detailed statement of the environmental factors enumerated in § 2.80 of this chapter.

PART 5—APPLICATION FOR AMENDMENT OF LICENSE

2. Between the first and second sentences in § 5.1, insert a new sentence which will read "Furthermore, the provisions of § 2.81(a) of this chapter shall apply to all applications for amendment of license as defined therein." The amended portion of § 5.1 will then read:

§ 5.1 Amendment of license.

Where a licensee desires to make a change in the physical features of the project or its boundary, and/or make an addition or betterment and/or abandonment or conversion, of such character as to constitute an alteration of the license, application for an amendment of the license shall be filed with the Commission, fully describing the changes licensee desires to make. Furthermore, the provisions of § 2.81(a) of this chapter shall apply to all applications for amendment of license as defined therein. If, after consideration of an application for amendment of the license, the Commission is of the opinion that the contemplated changes are of such character as to constitute a substantial alteration of the license, public notice of such application shall be given by an advertisement made at least 30 days prior to action upon the application. * * *

PART 157—APPLICATIONS FOR CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY AND FOR ORDERS PERMITTING AND APPROVING ABANDONMENT UNDER SECTION 7 OF THE NATURAL GAS ACT

C. The Commission proposes to amend § 157.14(a) in Subchapter E—Regulations under the Natural Gas Act, Chapter I, Title 18, of the Code of Federal Regulations by adding a new subparagraph (6-d) to read as follows:

§ 157.14 Exhibits.

(a) To be attached to each application. * * *

(6-d) Exhibit F-IV—Statement by the Applicant concerning the requirements of the National Environmental Policy Act of 1969, Public Law 91-190, 83 Stat. 852, Title I, section 102. The applicant shall provide a brief statement concerning the following factors:

(i) The environmental impact of the proposed actions,

(ii) Any adverse environmental effects which cannot be avoided should the proposal be implemented,

(iii) Alternatives to the proposed action,

(iv) The relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity, and

(v) Any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented.

The Secretary shall cause prompt publication of this notice to be made in the FEDERAL REGISTER.

By direction of the Commission.

GORDON M. GRANT,
Secretary.

[F.R. Doc. 70-12765; Filed, Sept. 23, 1970; 8:51 a.m.]

[18 CFR Parts 101, 141, 201, 260]

[Docket No. R-395]

UNIFORM SYSTEMS OF ACCOUNTS AND ANNUAL REPORT FORMS

Notice of Extension of Time

SEPTEMBER 16, 1970.

Revisions in uniform systems of accounts, and annual report forms No. 1 and No. 2, to adopt the equity method of accounting for long-term investments in subsidiaries.

On September 8, 1970, and September 10, 1970, the Independent Natural Gas Association of America, and the American Gas Association, respectively, filed requests for an extension of time to and including October 30, 1970, within which to file comments in the above-designated matter. On September 11, 1970, Utah Power & Light Co. filed a letter supporting the request.

Upon consideration, notice is hereby given that the time is extended to and including October 15, 1970, within which any interested person may submit data, views, comments or suggestions in writing to the notice of proposed rule making issued August 3, 1970, in the above-designated matter.

GORDON M. GRANT,
Secretary.

[F.R. Doc. 70-12730; Filed, Sept. 23, 1970; 8:48 a.m.]

[18 CFR Part 260]

[Docket No. R-399]

REPORT OF GAS STORED UNDERGROUND

Notice of Proposed Rule Making

SEPTEMBER 18, 1970.

Notice is hereby given, pursuant to section 553 of title 5 of the United States Code and section 16 of the Natural Gas Act (52 Stat. 830, 15 U.S.C. 717o) that the Commission proposes to add a new § 260.11 to Part 260, Statements and Reports (Schedules), Subchapter G—Approved Forms, Natural Gas Act, Chapter I, Title 18, of the Code of Federal Regulations, to require the filing by certain natural gas companies, other than independent producers as defined by § 154.91(a) of the regulations under the Natural Gas Act (18 CFR 154.91(a)) of reports of gas stored underground on a new form to be prescribed herein.

It has become apparent to the Commission that many jurisdictional natural gas pipeline companies will have to rely with increased need on natural gas storage to supply the requirements of their customers during the forthcoming 1970-71 and future winter seasons. Pipeline companies have indicated to the Commission in informal discussions and in pleadings in proceedings on applications filed pursuant to sections 7(a) and 7(c) of the Natural Gas Act that, depending upon such variables as the severity of the winter and the availability of domestic and imported gas, they will have to place restrictions on their load growth and will have to curtail interruptible deliveries to a greater extent than in the past. There have been further indications that some pipelines may have difficulty in meeting their presently contracted obligations.

Gas stored underground during the off-peak months is a vital supply component for the many pipeline companies that rely on both pipeline capacity and stored gas to meet winter requirements, especially the peak deliveries caused by low temperatures. It is just as vital to local gas distributors and pipelines, which under storage service agreements with a pipeline supplier, have gas purchased during the off-peak months stored underground for subsequent winter deliveries. Because of the possibility of supply shortages in the winter 1970-71 and the following winter as explained

above, it is essential that the Commission monitor with reasonable frequency the withdrawals and injections of gas in pipeline storage so as to be able to take such remedial steps as may be necessary to assure continuity of service. The balance of gas in storage, the pressures available at the beginning of the winter, and the estimated balances and pressures remaining as withdrawals from storage continue will be key indicators of adequate or inadequate supplies for the critical periods.

It is presently contemplated that the information of the nature and in the detail proposed to be required herein will be necessary for a 2-year period commencing November 1, 1970. Any extension or change in the proposed reporting requirements would be made in an appropriate rulemaking proceeding. It is proposed that the required reports would be available for public inspection.

Since the information needed on storage status is not elsewhere available to the Commission and inasmuch as it is believed that such information is available to pipeline companies on a current basis, reports would be required to be filed semimonthly during the winter on underground storage balances and reservoir pressures of storage fields of the pipelines, including the volumes available under storage service contracts; and reports would be required to be filed monthly during the summer on underground storage injections. The reports would include information on both pipeline owned and customer owned gas.

The amendment proposed herein would be made under authority granted to the Federal Power Commission by the Natural Gas Act, as amended, particu-

larly section 16 thereof (52 Stat. 830, 15 U.S.C. 717o).

Accordingly, it is proposed to amend Part 260, Statements and Reports (Schedules), in Subchapter G—Approved Forms, Natural Gas Act, Chapter 1, Title 18 of the Code of Federal Regulations by adding a new § 260.11 prescribing new FPC Form No. 8, Report of Gas Stored Underground, in the form set out in Attachment A hereto.¹ New § 260.11 will read:

§ 260.11 Form No. 8, Report of gas stored underground.

(a) The form of Report of Gas Stored Underground, designated herein as FPC Form No. 8, is prescribed for the two-year period commencing November 1, 1970.

(b) Each natural gas company as defined by the Natural Gas Act, as amended, 52 Stat. 821, except an independent producer as defined by § 154.91 (a) of this chapter of the regulations under the Natural Gas Act (18 CFR 154.91(a)), which owns, leases, or operates an underground natural gas storage field or which has natural gas stored for it by others in an underground natural gas storage field, shall prepare and file with the Commission an original and two copies of Report of Gas Stored Underground, FPC Form No. 8, on or before November 15 of each reporting year, November 1 through October 31, showing volumes of gas in underground storage and reservoir pressures and within 5 days after, or the nearest date thereto that information is available, the 15th and last days of December through

March and the last days of April through September, showing estimated accumulated storage gas withdrawals and injections, balances of stored volumes remaining, and estimated reservoir pressures.

Any interested person may submit to the Federal Power Commission, Washington, D.C. 20426, not later than October 15, 1970, data, views, comments, or suggestions, in writing concerning the proposed regulation and form. An original and 14 conformed copies should be filed with the Commission. In addition, interested persons wishing to have their comments considered in the clearance of the proposed report form under the provisions of the Federal Reports Act of 1942, 44 U.S.C. 3501-3511, may at the same time submit a conformed copy of their comments to the Clearance Officer, Office of Statistical Policy, Office of Management and Budget, Washington, D.C. 20503. Submissions to the Commission should indicate the name and address of the person to whom correspondence in regard to the proposal should be addressed and whether the person filing them requests a conference at the Federal Power Commission to discuss the proposed regulation and report form. The Commission will consider all such written submissions before acting on the matters herein proposed.

The Secretary shall cause prompt publication of this notice to be made in the FEDERAL REGISTER.

By direction of the Commission.

GORDON M. GRANT,
Secretary.

¹ Attachment A filed as part of original document.

[F.R. Doc. 70-12764; Filed, Sept. 23, 1970; 8:51 a.m.]

Notices

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

ARIZONA

Notice of Proposed Classification of Public Lands for Multiple-Use Management

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, it is proposed to classify for multiple-use management the public lands described below. Publication of this notice has the effect of segregating all the described lands from appropriation under the agricultural land laws (43 U.S.C. Parts 7 and 9, 25 U.S.C. 334), and from sale under section 2455 of the Revised Statutes (43 U.S.C. 1171). All of the described lands shall remain open to all other applicable forms of appropriation, including the mining and mineral leasing laws. As used in this order, the term "public lands" means any lands (1) withdrawn or reserved by Executive Order No. 6910 of November 26, 1934, as amended, or (2) 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 a Federal use or purpose.

2. The public lands proposed for classification in this notice are shown on maps on file and available for inspection in the Safford District Office, Bureau of Land Management, 1707 West Thatcher Boulevard, Post Office Box 786, Safford, Ariz. 85546, and Land Office, Bureau of Land Management, 3204 Federal Building, Phoenix, Ariz. 85025.

3. The lands involved are in the Mesquite Mountain area of Gila County and are described as follows:

GILA AND SALT RIVER MERIDIAN, ARIZONA

- T. 2 S., R. 15 E.,
 Sec. 20, lot 1, S $\frac{1}{2}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 29, lot 5, lots 9 to 13, inclusive, lot 38, E $\frac{1}{2}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$, and portions of N $\frac{1}{2}$ SW $\frac{1}{4}$, NW $\frac{1}{4}$, and W $\frac{1}{2}$ NE $\frac{1}{4}$;
 Sec. 31, NE $\frac{1}{4}$, and N $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 33;
 Sec. 34, SW $\frac{1}{4}$.
 T. 2 S., R. 16 E.,
 Sec. 31, lots 1 to 4, inclusive, and W $\frac{1}{2}$.
 T. 3 S., R. 14 E.,
 Sec. 24, lot 2, SE $\frac{1}{4}$ SW $\frac{1}{4}$, and SW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 25, all that portion in Gila County.
 T. 3 S., R. 15 E.,
 Sec. 4;
 Sec. 5;
 Sec. 6, lots 6 and 7, E $\frac{1}{2}$ SW $\frac{1}{4}$, and SE $\frac{1}{4}$;
 Sec. 7, lots 1 to 4, inclusive, E $\frac{1}{2}$ W $\frac{1}{2}$, W $\frac{1}{2}$ E $\frac{1}{2}$, E $\frac{1}{2}$ SE $\frac{1}{4}$, and SE $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 8, S $\frac{1}{2}$ S $\frac{1}{2}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$, and NE $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 9, E $\frac{1}{2}$, E $\frac{1}{2}$ W $\frac{1}{2}$, and SW $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 10, S $\frac{1}{2}$ SW $\frac{1}{4}$;
 Sec. 11, S $\frac{1}{2}$, and W $\frac{1}{2}$ NW $\frac{1}{4}$;
 Sec. 12, S $\frac{1}{2}$;
 Sec. 13, N $\frac{1}{2}$, and S $\frac{1}{2}$ S $\frac{1}{2}$;

Sec. 14, NE $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, and NW $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 18;
 Sec. 19, lots 1, 2, and 3, E $\frac{1}{2}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, and E $\frac{1}{2}$;
 Sec. 22, S $\frac{1}{2}$, and S $\frac{1}{2}$ N $\frac{1}{2}$;
 Secs. 23, 24, and 25;
 Sec. 26, E $\frac{1}{2}$, and NW $\frac{1}{4}$;
 Sec. 28;
 Sec. 29, S $\frac{1}{2}$ and SE $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 30, lots 1 to 4, inclusive, SE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, and E $\frac{1}{2}$;
 Sec. 31, lots 1 to 4, inclusive, E $\frac{1}{2}$ W $\frac{1}{2}$, W $\frac{1}{2}$ E $\frac{1}{2}$, E $\frac{1}{2}$ SE $\frac{1}{4}$, and SE $\frac{1}{4}$ NE $\frac{1}{4}$.

T. 3 S., R. 16 E. (unsurveyed),
 Secs. 6, 7, 13, 14, 15, 17, and 18, outside San Carlos Indian Reservation;
 Secs. 19 to 31, inclusive, and sec. 33 to 36, inclusive.
 T. 3 S., R. 17 E.,
 Sec. 13, lots 1 to 4, inclusive, and S $\frac{1}{2}$ S $\frac{1}{2}$;
 Sec. 14, lots 1 to 4, inclusive, and S $\frac{1}{2}$ S $\frac{1}{2}$;
 Sec. 15, lots 1 to 4, inclusive, and S $\frac{1}{2}$ S $\frac{1}{2}$;
 Sec. 17, lots 1 to 4, inclusive, and S $\frac{1}{2}$ S $\frac{1}{2}$;
 Sec. 18, lots 1 to 5, inclusive, and S $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 19, lots 1 to 4, inclusive, SE $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$, and E $\frac{1}{2}$ NE $\frac{1}{4}$;
 Secs. 20, 21, 22, and 23;
 Sec. 24, that portion in Gila County;
 Sec. 25, that portion in Gila County;
 Sec. 26, that portion in Gila County;
 Sec. 27, that portion in Gila County;
 Sec. 28, that portion in Gila County;
 Sec. 29, that portion in Gila County;
 Sec. 30;
 Sec. 31 that portion in Gila County;
 Sec. 34, that portion in Gila County.

T. 3 S., R. 18 E.,
 Sec. 17, that portion of the W $\frac{1}{2}$ SW $\frac{1}{4}$ outside the San Carlos Indian Reservation;
 Sec. 18, that portion of the S $\frac{1}{2}$ outside the San Carlos Indian Reservation;
 Sec. 19, that portion of the W $\frac{1}{2}$ W $\frac{1}{2}$ outside the San Carlos Indian Reservation;
 Sec. 20, that portion of the N $\frac{1}{2}$ outside the San Carlos Indian Reservation.

T. 4 S., R. 14 E.,
 Sec. 1, E $\frac{1}{2}$ NE $\frac{1}{4}$ (that portion in Gila County).
 T. 4 S., R. 15 E.,
 Sec. 1, lots 1 to 4, inclusive, S $\frac{1}{2}$ N $\frac{1}{2}$, and N $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 3, S $\frac{1}{2}$;
 Sec. 4;
 Sec. 5, lots 1, 3, and 4, S $\frac{1}{2}$ N $\frac{1}{2}$, and S $\frac{1}{2}$;
 Sec. 6, lots 1 to 5, inclusive, lot 7 (that portion in Gila County), SE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$, and SE $\frac{1}{4}$;
 Sec. 7, E $\frac{1}{2}$ NW $\frac{1}{4}$ (that portion in Gila County), NE $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 8, N $\frac{1}{2}$, S $\frac{1}{2}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$, and N $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 9, N $\frac{1}{2}$ and N $\frac{1}{2}$ SW $\frac{1}{4}$;
 Sec. 10, N $\frac{1}{2}$, N $\frac{1}{2}$ S $\frac{1}{2}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$, and SW $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 11, W $\frac{1}{2}$ W $\frac{1}{2}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, and E $\frac{1}{2}$;
 Sec. 12, W $\frac{1}{2}$ W $\frac{1}{2}$, S $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$, and NE $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 13, E $\frac{1}{2}$, SW $\frac{1}{4}$, and W $\frac{1}{2}$ NW $\frac{1}{4}$;
 Secs. 14 and 15;
 Sec. 16, W $\frac{1}{2}$, W $\frac{1}{2}$ E $\frac{1}{2}$, E $\frac{1}{2}$ SE $\frac{1}{4}$, and NE $\frac{1}{4}$ NE $\frac{1}{4}$;
 Sec. 17, all that portion in Gila County;
 Sec. 20, that portion in Gila County;
 Secs. 21 to 27, inclusive;
 Sec. 28, all that portion in Gila County;
 Sec. 29, E $\frac{1}{2}$ NE $\frac{1}{4}$ (that portion in Gila County);
 Sec. 33, E $\frac{1}{2}$ NW $\frac{1}{4}$, and E $\frac{1}{2}$ (that portion in Gila County);

Sec. 34, N $\frac{1}{2}$ and N $\frac{1}{2}$ S $\frac{1}{2}$;
 Sec. 35.

T. 4 S., R. 16 E.,

Secs. 1 and 2, all that portion in Gila County (unsurveyed);
 Secs. 3 to 6, inclusive (unsurveyed);
 Sec. 7, NW $\frac{1}{4}$ NE $\frac{1}{4}$ and SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 8, S $\frac{1}{2}$ SW $\frac{1}{4}$;
 Sec. 10 (unsurveyed);
 Secs. 11 and 14, all that portion in Gila County (unsurveyed);
 Sec. 15, that portion of the E $\frac{1}{2}$ SE $\frac{1}{4}$ and the SW $\frac{1}{4}$ SE $\frac{1}{4}$ in Gila County;
 Sec. 17, except Mineral Survey 4443;
 Sec. 18 (unsurveyed);
 Secs. 19 and 20, except patented mining claims (unsurveyed);
 Secs. 21 and 28, except patented mining claims (that portion in Gila County);
 Secs. 29, 30, and 31, except patented mining claims.

T. 5 S., R. 15 E.,

Sec. 1, lots 1 to 7, inclusive, SW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$, and W $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 2, lots 1 to 5, inclusive, S $\frac{1}{2}$ NE $\frac{1}{4}$, and SE $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 3, lots 1 to 4, inclusive, and all that portion in Gila County;
 Sec. 4, that portion in Gila County;
 Sec. 11, N $\frac{1}{2}$ NE $\frac{1}{4}$;
 Sec. 12, lots 1 and 2, W $\frac{1}{2}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ NW $\frac{1}{4}$, and NE $\frac{1}{4}$ SW $\frac{1}{4}$.

T. 5 S., R. 16 E.,

Sec. 5, all that portion in Gila County;
 Sec. 6;
 Sec. 7, N $\frac{1}{2}$ NW $\frac{1}{4}$, that portion of W $\frac{1}{2}$ NE $\frac{1}{4}$ in Gila County.

The land aggregates 61,100 acres of public land.

4. For a period of 60 days from the date of publication of this notice in the FEDERAL REGISTER, all persons who wish to submit comments, suggestions, or objections in connection with the proposed classification may present their views in writing to the District Manager, Bureau of Land Management, 1707 West Thatcher Boulevard, Post Office Box 786, Safford, Ariz. 85546.

5. A public hearing on the proposed classification will be held on October 22, 1970 at 1 p.m. in the Gila County Superior Courtroom, Gila County Courthouse, Globe, Ariz.

JOE T. FALLINI,
 State Director.

SEPTEMBER 15, 1970.

[F.R. Doc. 70-12736; Filed, Sept. 23, 1970; 8:48 a.m.]

[Serial No. I-2834]

IDAHO

Notice of Proposed Classification of Public Lands for Multiple-Use Management

SEPTEMBER 16, 1970.

1. Pursuant to the Act of September 19, 1964 (78 Stat. 986; 43 U.S.C. 1411-18) and to the regulations in 43 CFR Parts 2410 and 2460, it is proposed to classify for multiple-use management all of the

public lands within the area described below. Publication of this notice (a) segregates all of the public lands described below from appropriation under the agricultural land laws (43 U.S.C. Parts 7 and 9; 25 U.S.C. sec. 334), and from sale under section 2455 of the Revised Statutes (43 U.S.C. 1171), and (b) further segregates the lands described in paragraph No. 3 of this notice from the operation of the general mining laws (30 U.S.C., Chapter 2). Except as provided in (a) and (b) above, the lands shall remain open to all other applicable forms of appropriation, including the mining and mineral leasing 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 a Federal use or purpose.

2. The public lands affected by this proposed classification are located within the following described area in Custer County, Idaho, and are shown on maps on file in the Salmon District Office, Bureau of Land Management, Salmon, Idaho 83467, and Idaho Land Office, Bureau of Land Management, 334 Federal Building, Boise, Idaho 83702.

BOISE MERIDIAN, IDAHO

- T. 11 N., R. 16 E.,
All public lands outside the National Forest Boundary.
- T. 9 N., R. 17 E.,
Sec. 1, lot 4, SE $\frac{1}{4}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$;
Sec. 2;
Sec. 10, lots 1, 2, W $\frac{1}{2}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$, W $\frac{1}{2}$;
Sec. 11, W $\frac{1}{2}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$;
Secs. 12 and 13;
Sec. 14, lots 1, 2, 3, S $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$;
Sec. 15;
Secs. 21 and 22;
Sec. 23, N $\frac{1}{2}$;
Sec. 27, SW $\frac{1}{4}$;
Sec. 28.
- T. 10 N., R. 17 E.,
Secs. 13 and 14;
Sec. 23, E $\frac{1}{2}$;
Secs. 24 and 25;
Sec. 35, E $\frac{1}{2}$.
- T. 11 N., R. 17 E.,
Secs. 1 through 21 inclusive;
Secs. 22 and 23;
Sec. 24, lot 1, NW $\frac{1}{4}$ SW $\frac{1}{4}$, W $\frac{1}{2}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ E $\frac{1}{2}$;
Sec. 25, lots 2, 4, 6, 7, 8, 9, 12, S $\frac{1}{2}$ N $\frac{1}{2}$, S $\frac{1}{2}$;
Sec. 26;
Sec. 27, lots 1, 5, 11, SE $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 28, lot 10, NE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 29;
Sec. 30, lots 1, 2, 3, 4, 10, E $\frac{1}{2}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$;
Sec. 31, NE $\frac{1}{4}$ NE $\frac{1}{4}$;
Secs. 32 through 36 inclusive.
- T. 9 N., R. 18 E.,
Sec. 1 through 4 inclusive;
Sec. 5, lots 1, 2, S $\frac{1}{2}$ N $\frac{1}{2}$, S $\frac{1}{2}$;
Sec. 6 through 16 inclusive.
- T. 10 N., R. 18 E.,
Sec. 1 through 3 inclusive;
Sec. 4, lots 1, 2, 3, 4, S $\frac{1}{2}$ N $\frac{1}{2}$;
Sec. 11;
Sec. 12, W $\frac{1}{2}$ W $\frac{1}{2}$, E $\frac{1}{2}$ E $\frac{1}{2}$;
Sec. 13, NW $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$;
Sec. 14;
Sec. 15, E $\frac{1}{2}$;
- Sec. 19;
Sec. 22 through 36 inclusive.
- T. 11 N., R. 18 E.,
Sec. 1 through 11 inclusive;
Sec. 12, W $\frac{1}{2}$ SW $\frac{1}{4}$, E $\frac{1}{2}$ W $\frac{1}{2}$, E $\frac{1}{2}$;
Sec. 13, 14, and 15;
Sec. 16 to 25 inclusive;
Sec. 26, N $\frac{1}{2}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 27, lots 1, 2, NE $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$, N $\frac{1}{2}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 28;
Sec. 29, lots 1, 3, 4, 5, 6, 7, 8, N $\frac{1}{2}$ N $\frac{1}{2}$, SW $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 30 through 34 inclusive;
Sec. 35, SW $\frac{1}{4}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$, E $\frac{1}{2}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$.
- T. 12 N., R. 18 E.,
Sec. 1 through 3 inclusive;
Sec. 10 through 15 inclusive;
Sec. 22 through 27 inclusive;
Sec. 34 through 36 inclusive.
- T. 13 N., R. 18 E.,
Sec. 1 through 3 inclusive;
Sec. 11 through 14 inclusive;
Sec. 23 through 26 inclusive;
Sec. 35 and 36.
- T. 14 N., R. 18 E.,
Sec. 1 through 3 inclusive;
Sec. 10 through 15 inclusive;
Sec. 22 through 27 inclusive;
Sec. 34 through 36 inclusive.
- T. 15 N., R. 18 E.,
All public lands outside the National Forest Boundary.
- T. 16 N., R. 18 E.,
All public lands outside the National Forest Boundary.
- T. 9 N., R. 19 E.,
Secs. 1 through 20 inclusive;
Secs. 22 through 27 inclusive;
Secs. 34 through 36 inclusive.
- T. 10 N., R. 19 E.,
Sec. 1 through 17 inclusive;
Sec. 18, lots 2, 3, 4, 5, 9, 11, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 19, lots 3, 6, 7, E $\frac{1}{2}$ E $\frac{1}{2}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$;
Secs. 20 through 36 inclusive.
- T. 13 N., R. 19 E.,
Sec. 2, lot 4;
Secs. 5 through 8 inclusive;
Sec. 10, lots 1, 6, 7;
Secs. 17 through 20 inclusive;
Sec. 21, lot 1, W $\frac{1}{2}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 26, SW $\frac{1}{4}$;
Sec. 27, W $\frac{1}{2}$, SE $\frac{1}{4}$;
Sec. 28, lots 5, 6, 7, 9, E $\frac{1}{2}$ E $\frac{1}{2}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 29, lots 1, 2, 4, 5, W $\frac{1}{2}$, W $\frac{1}{2}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$;
Secs. 30 through 36 inclusive.
- T. 14 N., R. 19 E.,
Secs. 1 through 7 inclusive;
Secs. 11 through 14 inclusive;
Secs. 18 and 19;
Sec. 20, lots 3, 4, S $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$;
Secs. 23 and 24;
Sec. 25, N $\frac{1}{2}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 29, lots 3, 4, N $\frac{1}{2}$ SW $\frac{1}{4}$, NW $\frac{1}{4}$;
Sec. 30.
- T. 15 N., R. 19 E.,
Secs. 1 through 24 inclusive;
Sec. 25, NE $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$;
Secs. 26 through 33 inclusive;
Sec. 34, lots 5, 6, N $\frac{1}{2}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$;
Secs. 35 and 36.
- T. 16 N., R. 19 E.,
All public lands outside the National Forest boundary.
- T. 7 N., R. 20 E.,
Secs. 3 through 9 inclusive;
Secs. 17 and 18.
- T. 8 N., R. 20 E.,
Sec. 24 through 27 inclusive;
Sec. 30 through 36 inclusive.
- T. 9 N., R. 20 E.,
Sec. 10 N., R. 20 E.,
T. 11 N., R. 20 E.,
T. 12 N., R. 20 E.,
T. 13 N., R. 20 E.,
Sec. 4, unsurveyed;
Sec. 5;
Sec. 6, lots 1, 2, S $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$;
Sec. 7, E $\frac{1}{2}$;
Sec. 8;
Sec. 9, unsurveyed;
Sec. 15 and 16, unsurveyed;
Sec. 17;
Sec. 18, E $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 19, NE $\frac{1}{4}$;
Sec. 20 and 21;
Sec. 22, unsurveyed;
Sec. 26 and 27, unsurveyed;
Sec. 28;
Sec. 29, NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 33 and 34;
Sec. 35, unsurveyed.
- T. 14 N., R. 20 E.,
Sec. 6 and 7, unsurveyed;
Sec. 18 through 20 inclusive, unsurveyed;
Sec. 29 and 30, unsurveyed;
Sec. 31, lot 1, NE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$;
Sec. 32 and 33, unsurveyed.
- T. 15 N., R. 20 E.,
Sec. 1, SW $\frac{1}{4}$;
Sec. 2, lots 6, 7, W $\frac{1}{2}$ SE $\frac{1}{4}$, SW $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 3 through 11 inclusive;
Sec. 12, lots 2, 3, 4, S $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$;
Sec. 13 through 25 inclusive;
Sec. 30 and 31;
Sec. 36.
- T. 16 N., R. 20 E.,
Sec. 3 through 8 inclusive, those portions in Custer County;
Sec. 9 and 10;
Sec. 11, that portion in Custer County;
Sec. 13 and 14, those portions in Custer County;
Sec. 15 through 23 inclusive;
Sec. 24, that portion in Custer County;
Sec. 26 through 36 inclusive.
- T. 17 N., R. 20 E.,
Sec. 33 and 34, those portions in Custer County.
- T. 8 N., R. 21 E.,
T. 9 N., R. 21 E.,
Sec. 3 through 11 inclusive;
Sec. 13, W $\frac{1}{2}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$;
Sec. 14 through 36 inclusive.
- T. 10 N., R. 21 E.,
Sec. 1 through 33 inclusive;
Sec. 34, W $\frac{1}{2}$ W $\frac{1}{2}$.
- T. 11 N., R. 21 E.,
Sec. 4, lots 3, 4, S $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$;
Sec. 5 through 9 inclusive;
Sec. 16 through 22 inclusive;
Sec. 27 through 36 inclusive.
- T. 12 N., R. 21 E.,
All public lands outside the National Forest boundary.
- T. 13 N., R. 21 E.,
All public lands outside the National Forest boundary.
- T. 14 N., R. 21 E.,
Sec. 3, lots 4, 5, 6, 7, S $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 4 through 10 inclusive;
Sec. 11, NW $\frac{1}{4}$, S $\frac{1}{2}$;
Sec. 14 through 17 inclusive;
Sec. 20 through 23 inclusive;
Sec. 25 through 29 inclusive;
Sec. 32 through 36 inclusive.
- T. 15 N., R. 21 E.,
Sec. 18, lots 1, 2, 3, 4, E $\frac{1}{2}$ W $\frac{1}{2}$, W $\frac{1}{2}$ E $\frac{1}{2}$, E $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 19;
Sec. 20, SW $\frac{1}{4}$;
Sec. 28, SW $\frac{1}{4}$;
Sec. 29, NW $\frac{1}{4}$, S $\frac{1}{2}$;
Sec. 30 through 33 inclusive.

T. 7 N., R. 22 E.,
Sec. 1 through 6 inclusive;
Sec. 9 through 14 inclusive.

T. 8 N., R. 22 E.,
Sec. 1;
Sec. 2, lots 1, 2, S $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$;
Sec. 4 through 10 inclusive;
Sec. 11, W $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 12;
Sec. 13, NE $\frac{1}{4}$;
Sec. 14 through 22 inclusive;
Sec. 27 through 35 inclusive.

T. 9 N., R. 22 E.,
Sec. 4;
Sec. 5, lots 1, 2, S $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$;
Sec. 8, E $\frac{1}{2}$;
Sec. 9;
Sec. 10, unsurveyed;
Sec. 15, unsurveyed;
Sec. 17, NE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 21, NE $\frac{1}{4}$;
Sec. 22, unsurveyed;
Sec. 26, unsurveyed;
Sec. 27, E $\frac{1}{2}$ unsurveyed, E $\frac{1}{2}$ W $\frac{1}{2}$, NW $\frac{1}{4}$;
Sec. 30 through 33 inclusive;
Sec. 34, NE $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 35 and 36, unsurveyed.

T. 10 N., R. 22 E.,
Sec. 7, lots 3, 4, E $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$;
Sec. 17 through 20 inclusive;
Sec. 29 through 32 inclusive.

T. 11 N., R. 22 E.,
All public land outside the National Forest boundary.

T. 12 N., R. 22 E.,
All public land outside the National Forest boundary.

T. 13 N., R. 22 E.,
Sec. 1, that portion in Custer County;
Sec. 2, lot 4, SW $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 3 through 11 inclusive;
Sec. 14, W $\frac{1}{2}$, W $\frac{1}{2}$ NE $\frac{1}{4}$;
Sec. 15 through 22 inclusive;
Sec. 23, W $\frac{1}{2}$, W $\frac{1}{2}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 25, W $\frac{1}{2}$, SE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$;
Sec. 26 and 27;
Sec. 35 and 36.

T. 14 N., R. 22 E.,
Sec. 28, SW $\frac{1}{4}$;
Sec. 29 through 33;
Sec. 34, S $\frac{1}{2}$ N $\frac{1}{2}$, S $\frac{1}{2}$.

T. 7 N., R. 23 E.,
Sec. 1 through 11 inclusive;
Sec. 12, NE $\frac{1}{4}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 13 through 18 inclusive.

T. 8 N., R. 23 E.,
Sec. 7, lots 3, 4, 5, 6, 7, NE $\frac{1}{4}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 8, N $\frac{1}{2}$ S $\frac{1}{2}$, SW $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 15, SW $\frac{1}{4}$;
Sec. 16 through 18 inclusive;
Sec. 19, E $\frac{1}{2}$;
Sec. 20 through 23 inclusive;
Sec. 24, S $\frac{1}{2}$;
Sec. 26 through 28 inclusive;
Sec. 29, N $\frac{1}{2}$, SE $\frac{1}{4}$;
Sec. 32 through 36 inclusive.

T. 10 N., R. 23 E.,
All public land outside the National Forest boundary.

T. 11 N., R. 23 E.,
All public land outside the National Forest boundary.

T. 12 N., R. 23 E.,
Sec. 1, S $\frac{1}{2}$ NE $\frac{1}{4}$, S $\frac{1}{2}$;
Sec. 2, lots 3, 4, S $\frac{1}{2}$ NW $\frac{1}{4}$, S $\frac{1}{2}$;
Sec. 3, SW $\frac{1}{4}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ S $\frac{1}{2}$;
Sec. 4 through 36 inclusive.

T. 13 N., R. 23 E.,
Sec. 5, that portion in Custer County;
Sec. 6, that portion in Custer County;
Sec. 7, E $\frac{1}{2}$;
Sec. 8;
Sec. 9 through 11, those portions in Custer County;

Sec. 13, that portion in Custer County;
Sec. 14 through 17 inclusive;
Sec. 18, E $\frac{1}{2}$;
Sec. 21, N $\frac{1}{2}$, N $\frac{1}{2}$ S $\frac{1}{2}$, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 22 through 27 inclusive;
Sec. 28, NE $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 29 through 33 inclusive;
Sec. 35, N $\frac{1}{2}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ NE $\frac{1}{4}$.

T. 6 N., R. 24 E.,
Secs. 5 and 6.

T. 7 N., R. 24 E.,
Sec. 4, S $\frac{1}{2}$;
Sec. 5, lots 3, 4, S $\frac{1}{2}$ NW $\frac{1}{4}$, S $\frac{1}{2}$;
Sec. 6;
Sec. 8 through 10 inclusive;
Sec. 11, SW $\frac{1}{4}$;
Sec. 13 through 16 inclusive;
Sec. 18 through 27 inclusive;
Sec. 29 through 33 inclusive.

T. 8 N., R. 24 E.,
Those public lands outside the National Forest boundary.

T. 9 N., R. 24 E.,
Those public lands outside the National Forest boundary.

T. 10 N., R. 24 E.

T. 11 N., R. 24 E.

T. 12 N., R. 24 E.,

Sec. 3 and 4;
Sec. 5, S $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$;
Sec. 6, lot 7, SE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 7;
Sec. 8, S $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$, E $\frac{1}{2}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 9 and 10;
Sec. 13 through 36 inclusive.

T. 13 N., R. 24 E.,
Sec. 19, that portion in Custer County;
Sec. 20;
Sec. 21, that portion in Custer County;
Secs. 28 through 34 inclusive.

T. 9 N., R. 24 $\frac{1}{2}$ E.,
All public lands outside the National Forest boundary.

T. 10 N., R. 24 $\frac{1}{2}$ E.

T. 12 N., R. 24 $\frac{1}{2}$ E.,
All public lands outside the National Forest boundary.

T. 7 N., R. 25 E.,
Secs. 19 through 21 inclusive;
Sec. 28, W $\frac{1}{2}$ NW $\frac{1}{4}$;
Sec. 29;
Sec. 30, lots 1, 2, E $\frac{1}{2}$ NW $\frac{1}{4}$, E $\frac{1}{2}$.

T. 10 N., R. 25 E.,
Secs. 2 through 6 inclusive.

T. 11 N., R. 25 E.,
Sec. 2, SW $\frac{1}{4}$;
Sec. 3, lots 3, 4, S $\frac{1}{2}$ NW $\frac{1}{4}$, S $\frac{1}{2}$;
Secs. 4 through 10 inclusive;
Sec. 11, W $\frac{1}{2}$;
Sec. 14, W $\frac{1}{2}$;
Secs. 15 through 22 inclusive;
Sec. 23, W $\frac{1}{2}$;
Sec. 26, W $\frac{1}{2}$;
Secs. 27 through 35 inclusive.

T. 12 N., R. 25 E.,
All public lands outside the National Forest boundary.

The area described contains approximately 700,922 acres of public lands.

BOISE MERIDIAN, CUSTER COUNTY, IDAHO
ADMINISTERED BY THE IDAHO FALLS DISTRICT, I-3

T. 4 N., R. 24 E.,
Sec. 2, NW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$;
Secs. 3 and 4;
Sec. 5, E $\frac{1}{2}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$.

T. 5 N., R. 24 E.,
Sec. 13 through 16, inclusive;
Sec. 19 through 29, inclusive;
Sec. 30, N $\frac{1}{2}$, N $\frac{1}{2}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 31, N $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 32 through 36 inclusive, lying within Custer County.

T. 6 N., R. 24 E.,
Sec. 3 and 4;
Sec. 9 through 11, inclusive;
Sec. 13, S $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$;
Sec. 14 through 16, inclusive;
Sec. 21 through 24, inclusive.

T. 5 N., R. 25 E.,
Sec. 2 through 11, inclusive, lying within Custer County;
Sec. 15 through 21, inclusive, lying within Custer County;
Sec. 29 through 31, inclusive, lying within Custer County.

T. 6 N., R. 25 E.,
Sec. 14 and 15;
Sec. 17 through 23, inclusive;
Sec. 26 through 32, inclusive;
Sec. 33, NW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$, S $\frac{1}{2}$;
Sec. 34.

T. 7 N., R. 25 E.,
Sec. 22, 23, and 26, lying within Custer County;
Sec. 27, NE $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ N $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$;
Sec. 28, S $\frac{1}{2}$ N $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 33 through 35, inclusive, lying within Custer County.

T. 9 N., R. 25 E.,
Sec. 1 through 17, inclusive;
Sec. 21 through 26, inclusive;
Sec. 35 and 36.

T. 10 N., R. 25 E.,
Sec. 1;
Sec. 7 through 36, inclusive.

T. 11 N., R. 25 E.,
Sec. 1, S $\frac{1}{2}$;
Sec. 2, SE $\frac{1}{4}$;
Sec. 11, E $\frac{1}{2}$;
Sec. 12 and 13;
Sec. 14, E $\frac{1}{2}$;
Sec. 23, E $\frac{1}{2}$;
Sec. 24 and 25;
Sec. 26, E $\frac{1}{2}$;
Sec. 36.

T. 11 N., R. 26 E.,
Sec. 3, lying within Custer County;
Secs. 4 and 5;
Sec. 6, S $\frac{1}{2}$;
Secs. 7 through 9, inclusive;
Secs. 10, 11, and 14, lying within Custer County;
Secs. 15 through 22, inclusive;
Secs. 23 and 26, lying within Custer County;
Secs. 27 through 34, inclusive;
Sec. 35, lying within Custer County.

The area described contains approximately 85,099 acres of public land.

3. As provided in paragraph 1 above, the following lands are further segregated from appropriation under the general mining laws:

BOISE MERIDIAN, IDAHO

UPPER EAST FORK CAMPGROUND

T. 9 N., R. 17 E.,
Sec. 22, SE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 27, NW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 28, SW $\frac{1}{4}$ SE $\frac{1}{4}$.

JIMMY SMITH LAKE CAMPGROUND

T. 10 N., R. 18 E.,
Sec. 30, lot 4.

ARUNO CREEK CAMPSITE

T. 11 N., R. 17 E.,
Sec. 6, NW $\frac{1}{4}$ SE $\frac{1}{4}$.

SULLIVAN SPRINGS CAMPGROUND

T. 11 N., R. 17 E.,
Sec. 22, lot 4.

CLAYTON RANGER STATION CAMPGROUND

T. 11 N., R. 17 E.,
Sec. 29, lot 11;
Sec. 30, lot 10.

HERD CREEK CAMPSITE

T. 10 N., R. 18 E.,
Sec. 35, NE $\frac{1}{4}$ SE $\frac{1}{4}$.

FOX CREEK CAMPGROUND

T. 9 N., R. 18 E.,
Sec. 3, lots 3 and 4.

ZIEGLER'S HOLE RECREATION SITE

T. 10 N., R. 18 E.,
Sec. 24, SE $\frac{1}{4}$ SW $\frac{1}{4}$.

EAST FORK RECREATION SITE

T. 11 N., R. 18 E.,
Sec. 22, lot 5.

BIRCH CREEK RECREATION SITE

T. 11 N., R. 18 E.,
Sec. 22, lot 8.

SPUD CREEK RECREATION SITE

T. 11 N., R. 18 E.,
Sec. 22, lot 11;
Sec. 27, lots 1 and 2;
Sec. 28, lots 2 and 3.

BAYHORSE CREEK RECREATION SITE

T. 12 N., R. 18 E.,
Sec. 2, S $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 11, N $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$.

BRADSHAW GULCH RECREATION SITE

T. 12 N., R. 18 E.,
Sec. 25, lot 4.

DEADMAN HOLE RECREATION SITE

T. 12 N., R. 19 E.,
Sec. 19, lot 7;
Sec. 30, lots 1, 2, and 3.

ROCKY NARROWS RECREATION SITE

T. 14 N., R. 18 E.,
Sec. 12, NE $\frac{1}{4}$ NE $\frac{1}{4}$.

SHEEP CREEK RECREATION SITE

T. 9 N., R. 19 E.,
Sec. 17, NE $\frac{1}{4}$ SE $\frac{1}{4}$.

LAKE CREEK PICNIC SITE

T. 9 N., R. 19 E.,
Sec. 23, SE $\frac{1}{4}$ SE $\frac{1}{4}$.

WOOD CREEK RECREATION SITE

T. 12 N., R. 19 E.,
Sec. 6, lot 13.

ROUND VALLEY RECREATION SITE

T. 13 N., R. 19 E.,
Sec. 10, lots 6 and 7.

MORGAN CREEK RECREATION SITE

T. 16 N., R. 19 E.,
Sec. 33, lot 2.

PINTO CREEK RECREATION SITE

T. 8 N., R. 21 E.,
Sec. 30, lot 2.

SPRING GULCH RECREATION SITE

T. 15 N., R. 20 E.,
Sec. 18, lot 1.

MIKE ELLIS BRIDGE RECREATION SITE

T. 16 N., R. 20 E.,
Sec. 34, lots 3, 4, and 7;
Sec. 35, lot 1.

BLACK DAISY RECREATION SITE

T. 7 N., R. 23 E.,
Sec. 11, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 12, W $\frac{1}{2}$ SW $\frac{1}{4}$.

DOUBLE SPRINGS RECREATION SITE

T. 12 N., R. 23 E.,
Sec. 31, lot 4.

SUMMIT CREEK RECREATION SITE

T. 11 N., R. 25 E.,
Sec. 22, NE $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 23, NW $\frac{1}{4}$ NW $\frac{1}{4}$.

BLAZE RECREATION SITE

T. 7 N., R. 24 E.,
Sec. 20, NE $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$.

BARNEY HOT SPRINGS RECREATION SITE

T. 11 N., R. 25 E.,
Sec. 22, SE $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$.

The total area of these sites is approximately 1,637 acres.

BOISE MERIDIAN, IDAHO

RAS CANYON CAMPGROUND

T. 4 N., R. 24 E.,
Sec. 2, NW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 3, NE $\frac{1}{4}$ SE $\frac{1}{4}$.

SCHOOL HOUSE CANYON CAMPGROUND

T. 5 N., R. 24 E.,
Sec. 35, SE $\frac{1}{4}$ SE $\frac{1}{4}$ (lot 4).

MARSH CANYON CAMPGROUND

T. 5 N., R. 25 E.,
Sec. 29, NE $\frac{1}{4}$ NW $\frac{1}{4}$.

DIVERSION CAMPGROUND

T. 6 N., R. 25 E.,
Sec. 14, SW $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$.

The total area of these sites is approximately 240 acres.

4. For a period of 60 days from the date of publication of this notice in the FEDERAL REGISTER, all persons who wish to submit comments, suggestions, or objections concerning the proposed classifications may present their views in writing to the Salmon District Manager, Bureau of Land Management, Post Office Box 430, Salmon, Idaho 83467.

5. A public hearing on this proposed classification will be held at 1:30 p.m. on October 16, 1970, in the Custer County Courthouse, Challis, Idaho.

WM. L. MATHEWS,
State Director.

[F.R. Doc. 70-12696; Filed, Sept. 23, 1970;
8:45 a.m.]

[Serial No. I-3639]

IDAHO

Notice of Proposed Classification of Public Lands for Multiple-Use Management

SEPTEMBER 16, 1970.

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 2460, the public land described below is hereby classified for multiple-use management. Publication of this notice has the effect of segregating the described land from all forms of appropriation and entry under the public land laws, including mining but not the mineral leasing laws. As used herein, "public land" means land 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 a Federal use or purpose.

2. This tract is located about 30 miles north of Emmett, Idaho in the Crane Creek Area. This partially developed site provides a temporary headquarters for necessary field work and a three-man initial attack fire crew.

3. Maps showing the location of this tract described below and data supporting this proposal are on file and available for inspection at Bureau of Land Management offices—the Boise District, 230 Collins Road and the State Office, 334 Federal Building, 550 West Fort Street, Boise, Idaho.

BOISE MERIDIAN, IDAHO

T. 11 N., R. 1 W.,

Sec. 7, N $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ = 20 acres.

4. For a period of 60 days from the date of publication of this notice in the FEDERAL REGISTER, all persons who wish to submit comments, suggestions, or objections in connection with the proposed classification may present their views in writing to the District Manager, Boise District Office, Bureau of Land Management, 230 Collins Road, Boise, Idaho 83702.

WM. L. MATHEWS,
State Director.

[F.R. Doc. 70-12697; Filed, Sept. 23, 1970;
8:45 a.m.]

[Montana 044785]

MONTANA

Proposed Classification of Public Lands for Multiple-Use Management

SEPTEMBER 15, 1970.

1. Pursuant to the Act of September 19, 1964 (43 U.S.C. 1411-18) and to the regulations in 43 CFR Parts 2400 and 2460, it is proposed to classify for multiple-use management the public lands within the area described below. Publication of this notice has the effect of segregating the described lands from appropriation under the agricultural land laws (43 U.S.C. Parts 7 and 9; 25 U.S.C. sec. 334), from sale under section 2455 of the Revised Statutes (43 U.S.C. 1171), and from exchange under section 8 of the Taylor Grazing Act (43 U.S.C. 315g), and the lands shall remain open to all other applicable forms of appropriation, including the mining and mineral leasing 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 a Federal use or purpose.

2. The lands proposed to be classified for multiple use management are described as follows:

PRINCIPAL MERIDIAN, MONTANA
RICHLAND COUNTY

T. 21 N., R. 58 E.,
Sec. 26, lot 7;
Sec. 27, lots 7 and 8.

The lands described above aggregate 82.11 acres.

3. Notice of this proposal is being sent to Montana State and local government officials, State and District Advisory Boards, range users, and other interested parties.

4. For a period of 60 days from receipt of this notice, all persons who wish to submit comments, objections, or suggestions in connection with the proposed classification may present their views in writing to the District Manager, Bureau of Land Management, Miles City District Office, Box 940, Miles City, Mont. 59301.

EDWIN ZAILLIZ,
State Director.

[F.R. Doc. 70-12698; Filed, Sept. 23, 1970;
8:46 a.m.]

[Montana 10816]

MONTANA

Notice of Proposed Classification of Public Lands for Multiple-Use Management

SEPTEMBER 16, 1970.

1. Pursuant to the Act of September 19, 1964 (78 Stat. 986; 43 U.S.C. 1411-18) and to the regulations in 43 CFR Parts 2400 and 2460, it is proposed to classify for multiple-use management the public lands described below.

2. Publication of this notice has the effect of segregating all public lands described below from appropriation only under the agricultural land laws (43 U.S.C. chs. 7 and 9; 25 U.S.C. sec. 334) and from sale under section 2455 of the Revised Statutes (43 U.S.C. 1171). The lands shall remain open to all other applicable forms of appropriation. As used in this order, the term "public lands" means any lands withdrawn or reserved by Executive Order No. 6910 of November 26, 1934 as amended, which are not otherwise withdrawn or reserved for a Federal use or purpose.

3. The following public lands were acquired by exchange for the benefit of multiple-use management programs. The lands are intermingled with lands previously classified for retention and multiple-use management.

PRINCIPAL MERIDIAN, MONTANA
VALLEY COUNTY

T. 25 N., R. 38 E.,
Sec. 7, lots 1, 2, 3, and 4, and E $\frac{1}{2}$ W $\frac{1}{2}$.

The public lands in the area described aggregate approximately 313.96 acres.

4. For a period of 60 days from the date of publication of this notice in the FEDERAL REGISTER, all persons who wish to submit comments, suggestions, or objections in connection with the proposed classification may present their views in writing to the District Manager, Bureau

of Land Management, Post Office Box B, Malta, Mont. 59538.

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

EDWIN ZAILLIZ,
State Director.

[F.R. Doc. 70-12699; Filed, Sept. 23, 1970;
8:46 a.m.]

[Serials Nos. N-818, N-4323, N-4527, N-4528,
N-4529, N-4542, N-4566]

NEVADA

Notice of Proposed Classification for Disposal

SEPTEMBER 17, 1970.

1. Notice is hereby given of a proposal to classify the lands described below for disposal in accordance with section 2 of the Classification and Multiple-Use Act of September 19, 1964 (78 Stat. 986, 43 U.S.C. 1412). Disposal of the lands is authorized by the Public Land Sale Act of September 19, 1964 (78 Stat. 988, 43 U.S.C. 1421-1427).

2. This proposal has been discussed with local governmental officials and other interested parties. Information derived from discussions and other sources indicates that these lands meet the criteria of 43 CFR 2410.1 and 2430.5(b), which govern classification of lands under the Classification and Multiple-Use Act for sale under the Public Land Sale Act where they are "chiefly valuable for residential, commercial, agricultural, or industrial uses or development (other than grazing use or use for raising native forage crops), if (i) adequate zoning regulations are in effect and where the lands also are needed for urban or suburban development, (ii) adequate local governmental comprehensive plans have been adopted." Adequate zoning regulations are in effect. The Board of County Commissioners of Clark County has approved the proposed sale with the understanding that any development will conform to all applicable Clark County codes. Each successive stage of development will require advance approval by the Planning Department and County Commission.

3. The city of Las Vegas has recommended that the purchaser be required to extend all utilities to the property, submit complete development plans which would include public use areas, and that a petition for annexation be submitted to an existing incorporated city where such lands lie outside an incorporated city. While such restrictions cannot be placed in a sale patent, prospective purchasers should be aware of the local governments' desires and possible future requirements.

4. Publication of this notice will segregate the affected lands from all forms of disposal under the public land laws, including the mining laws, except the form of disposal for which it is proposed to classify the lands (43 CFR 2721.2).

5. All mineral deposits in lands sold under the authority of the Public Land

Sale Act will be reserved to the United States and withdrawn from appropriation under the public land laws, including the general mining laws.

6. Information concerning the lands, including the record of public discussions, is available for inspection and study at the Bureau of Land Management, Federal Building, 300 Booth Street, Reno, Nev. For a period of 60 days from the date of this publication, interested parties may submit comments to the District Manager, 1859 North Decatur Boulevard, Las Vegas, Nev. 89108.

7. This proposed classification is in response to petitions-applications N-818, N-4323, N-4527, N-4528, N-4529, N-4542, and N-4566. All of the lands affected are in Clark County and are described as follows:

MOUNT DIABLO MERIDIAN, NEVADA

T. 18 S., R. 59 E.,
Sec. 26, NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$,
S $\frac{1}{2}$ NW $\frac{1}{4}$, S $\frac{1}{2}$;
Sec. 27, NE $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$,
SW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{2}$ NW $\frac{1}{4}$,
S $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$, S $\frac{1}{2}$;
Sec. 28;
Sec. 32;
Sec. 33;
Sec. 34;
Sec. 35;
Sec. 36, SE $\frac{1}{4}$, W $\frac{1}{2}$.

T. 19 S., R. 60 E.,
Sec. 5, lots 3 and 4, SW $\frac{1}{4}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 6, lots 1, 3, 4, 5 and 7, SE $\frac{1}{4}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$.
Containing 5,304.12 acres.

8. Petition-application N-818 is denied as to the following described lands:

MOUNT DIABLO MERIDIAN, NEVADA

T. 18 S., R. 59 E.,
Sec. 22, S $\frac{1}{2}$ S $\frac{1}{2}$;
Sec. 26, W $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 27, NE $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ N $\frac{1}{2}$ NW $\frac{1}{4}$.
Containing 290 acres of public land.

For the State Director.

ROLLA E. CHANDLER,
Manager, Nevada Land Office.

[F.R. Doc. 70-12700; Filed, Sept. 23, 1970;
8:46 a.m.]

[Montana 16435 (ND)]

NORTH DAKOTA

Proposed Classification of Public Lands for Multiple-Use Management

SEPTEMBER 15, 1970.

1. Pursuant to the Act of September 19, 1964 (43 U.S.C. 1411-18) and to the regulations in 43 CFR Parts 2400 and 2460, it is proposed to classify for multiple-use management the public lands within the area described below. Publication of this notice has the effect of segregating the described lands from appropriation under the agricultural land laws (43 U.S.C. Parts 7 and 9; 25 U.S.C. sec. 334), and from sale under section 2455 of the Revised Statutes (43 U.S.C. 1171), and the lands shall remain open to all other applicable forms of appropriation, including the mining and mineral leasing 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 a Federal use or purpose.

2. The lands proposed to be classified for multiple-use management are described as follows:

FIFTH PRINCIPAL MERIDIAN

MOUNTAIN COUNTY, NORTH DAKOTA

T. 157 N., R. 91 W.,
Sec. 13, SE $\frac{1}{4}$ NW $\frac{1}{4}$.

The lands described above aggregate 40 acres.

3. Notice of this proposal is being sent to North Dakota State and local government officials, range users, and other interested parties.

4. For a period of 60 days from receipt of this notice, all persons who wish to submit comments, objections, or suggestions in connection with the proposed classification may present their views in writing to the District Manager, Bureau of Land Management, Miles City District Office, Box 940, Miles City, Mont. 59301.

EDWIN ZALDILICZ,
State Director.

[F.R. Doc. 70-12701; Filed, Sept. 23, 1970;
8:46 a.m.]

[OR 6410]

OREGON

Notice of Classification of Public Lands for Multiple-Use Management

1. Pursuant to the Act of September 19, 1964 (43 U.S.C. 1411-18) and to the regulations in 43 CFR Parts 2400 and 2460, the public lands described below are hereby classified for multiple-use management. As used in this order, the term "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 a Federal use or purpose.

2. Publication of the notice has the effect of segregating the public lands described below from appropriation under the agricultural land laws (43 U.S.C. Chs. 7 and 9, 25 U.S.C. 334) and from sale under section 2455 of the Revised Statutes (43 U.S.C. 1171). All the described lands shall remain open to all other forms of appropriation, including the mining and mineral leasing laws.

3. The public lands classified in this notice are located within Curry County and are shown on maps on file and available for inspection in the Coos Bay District Office, Bureau of Land Management, 37 Park Avenue, Coos Bay, Oreg., and the Land Office, Bureau of Land Management, 729 Northeast Oregon Street, Portland, Oreg. The notice of proposed classification was published in 35 F.R. 10964 of July 8, 1970. No com-

ments were received on the proposed classification.

4. The lands involved are described as follows:

WILLAMETTE MERIDIAN

T. 30 S., R. 13 W.,
Secs. 32, 33, and 34.
T. 30 S., R. 14 W.,
Sec. 23.
T. 30 S., R. 15 W.,
Secs. 32 and 33.
T. 31 S., R. 13 W.,
Secs. 2, 4, 5, 6, and 9.
T. 31 S., R. 14 W.,
Secs. 1, 7, 8, 9, 10, 14, 15, 17, 18, 20, and
secs. 22 to 34, inclusive.
T. 31 S., R. 15 W.,
Sec. 35.
T. 32 S., R. 13 W.,
Sec. 17.
T. 32 S., R. 14 W.,
Secs. 7, 10, 11, 12, and 14.
T. 32 S., R. 15 W.,
Secs. 4, 24, 25, and 26.
T. 33 S., R. 14 W.,
Secs. 30 and 31.
T. 33 S., R. 15 W.,
Secs. 12 and 35.
T. 34 S., R. 14 W.,
Secs. 1 to 6, inclusive, secs. 9 to 14, inclu-
sive, and secs. 33 and 34.
T. 35 S., R. 13 W.,
Secs. 1, 2, 4, 6, 7, secs. 11 to 15, inclusive,
secs. 17, 20, 21, 23, 24, 25, and 26.
T. 35 S., R. 14 W.,
Secs. 11, 12, 13, 14, 23, 24, 26, and 34.
T. 36 S., R. 14 W.,
Secs. 3, 10, 13, 24, 25, 33, 34, and 35.
T. 37 S., R. 14 W.,
Secs. 1 to 5, inclusive, sec. 7, secs. 9 to 15,
inclusive, secs. 17, 23, 24, and 25.
T. 38 S., R. 14 W.,
Secs. 1, 2, 4, 5, 12, 13, and 34.
T. 39 S., R. 12 W.,
Secs. 8 and 9.
T. 39 S., R. 13 W.,
Secs. 1 to 15, inclusive, and secs. 17 to 35,
inclusive.
T. 39 S., R. 14 W.,
Secs. 23 and 35.
T. 40 S., R. 13 W.,
Secs. 4 to 6, inclusive, secs. 8 to 11, inclu-
sive, secs. 14, 15, and secs. 17 to 21,
inclusive.

The lands described aggregate approximately 31,825.11 acres.

5. 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 2461.3. For a period of 30 days, interested parties may submit comments to the Secretary of the Interior, LLM 320, Washington, D.C. 20240.

ARTHUR W. ZIMMERMAN,
Assistant State Director.

[F.R. Doc. 70-12737; Filed, Sept. 23, 1970;
8:48 a.m.]

[OR 6114]

OREGON

Notice of Classification of Public Lands for Multiple-Use Management; Correction

SEPTEMBER 15, 1970.

In F.R. Doc. 70-11484; appearing on page 13850 of the issue for Tuesday, Sep-

tember 1, 1970, the citation "(43 Stat. 1269)" in paragraph 1 should read "(48 Stat. 1269)", and the following change should be made in the land description: In Willamette Meridian, T. 22 S., R. 33 E., sec. 6, delete SW $\frac{1}{4}$ NW $\frac{1}{4}$, add SE $\frac{1}{4}$ NW $\frac{1}{4}$.

ARTHUR W. ZIMMERMAN,
Acting State Director.

[F.R. Doc. 70-12702; Filed, Sept. 23, 1970;
8:46 a.m.]

[OR 6114]

OREGON

Notice of Classification of Public Lands for Disposal by Exchange

Correction

In F.R. Doc. 70-11485 appearing at page 13850 in the issue for Tuesday, September 1, 1970, in the description of lands in the Willamette Meridian the line following the entry "T. 25 S., R. 30 E.," now reading "Sec. 35, NE $\frac{1}{4}$ NE $\frac{1}{4}$," should read "Sec. 33, NE $\frac{1}{4}$ NE $\frac{1}{4}$."

[OR 6114]

OREGON

Notice of Classification of Public Lands for Disposal by Exchange; Correction

SEPTEMBER 15, 1970.

In F.R. Doc. 70-11485, appearing on page 13850 of the issue for Tuesday, September 1, 1970, the citation "(43 Stat. 1269)" in paragraph 1 should read "(48 Stat. 1269)".

ARTHUR W. ZIMMERMAN,
Acting State Director.

[F.R. Doc. 70-12703; Filed, Sept. 23, 1970;
8:46 a.m.]

[Montana 16463 (SD)]

SOUTH DAKOTA

Proposed Classification of Public Lands for Multiple-Use Management

SEPTEMBER 15, 1970.

1. Pursuant to the Act of September 19, 1964 (43 U.S.C. 1411-18) and to the regulations in 43 CFR Parts 2400 and 2460, it is proposed to classify for multiple-use management the public lands within the area described below. Publication of this notice has the effect of segregating the described lands from appropriation under the agricultural land laws (43 U.S.C. Parts 7 and 9; 25 U.S.C. sec. 334), and from sale under section 2455 of the Revised Statutes (43 U.S.C. 1171), and the lands shall remain open to all other applicable forms of appropriation, including the mining and mineral leasing 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 a Federal use or purpose.

2. The lands proposed to be classified for multiple-use management are described as follows:

BLACK HILLS MERIDIAN

HAakon County, South Dakota

T. 7 N., R. 20 E.
Sec. 24, NE $\frac{1}{4}$ SE $\frac{1}{4}$.

The lands described aggregate 40.00 acres.

3. Notice of this proposal is being sent to South Dakota State and local government officials, range users, and other interested parties.

4. For a period of 60 days from receipt of this notice, all persons who wish to submit comments, objections, or suggestions in connection with the proposed classification may present their views in writing to the District Manager, Bureau of Land Management, Miles City District Office, Box 940, Miles City, Mont. 59301.

EDWIN ZAIDLICZ,
State Director.

[F.R. Doc. 70-12734; Filed, Sept. 23, 1970;
8:48 a.m.]

[Serial No. U-8131]

UTAH

Notice of Classification of Public Lands for Multiple-Use Management and for Disposal

1. Pursuant to the Act of September 19, 1964 (78 Stat. 986; 43 U.S.C. 1411-18), and to the regulations in Title 43 CFR, Group 2400, the public lands within the area described in paragraph 3 below are hereby classified for multiple-use management. Publication of this notice has the effect of segregating the described lands from appropriation under the agricultural land laws (43 U.S.C., Parts 7 and 9; 25 U.S.C., sec. 334), and from sales under section 2455 of the Revised Statutes as amended (43 U.S.C. 1171). The lands shall remain open to all other applicable forms of appropriation, including the mining and mineral leasing laws, except as noted in paragraph 4 below. As used herein, "public lands" means any land 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 a Federal use or purpose.

2. Several comments were received following publication of a Notice of Proposed Classification in the FEDERAL REGISTER of June 4, 1970 (35 F.R. 8698), and at the public hearing which was held at Monticello, Utah, on June 17, 1970. All comments were carefully considered in the light of the law and regulations, and as a result several modifications were made in the classification; these changes are all reflected in this notice of classification.

3. The public lands affected are those administered by the Bureau of Land Management within the following described area in the southern portion of San Juan County, Utah:

SALT LAKE MERIDIAN, UTAH

Beginning at the northeast corner of sec. 3, T. 35 S., R. 26 E.; thence west along the township line to the northeast corner of sec. 1, T. 35 S., R. 24 E.; thence north along the range line to the northeast corner of sec. 12, T. 34 S., R. 24 E.; thence west along the section line to the northeast corner of sec. 8, T. 34 S., R. 24 E.; thence south along the section line to the southeast corner of sec. 8, T. 35 S., R. 24 E.; thence west along the section line to the northwest corner of sec. 13, T. 35 S., R. 23 E.; thence 1 mile south to the northwest corner of sec. 24, T. 35 S., R. 23 E.; thence west 3 miles to the northwest corner of sec. 21, thence south 3 miles to the township line; thence one-quarter mile east to the northwest corner of sec. 4, T. 36 S., R. 23 E.; thence south along the section line to the southwest corner of sec. 4, T. 37 S., R. 23 E.; thence west one-half mile, north 1 mile, west 1½ miles to the northwest corner of sec. 6, T. 37 S., R. 23 E.; thence south along the township line to the southwest corner of sec. 7, T. 37 S., R. 23 E.; thence west 1 mile, south 1 mile, west 2 miles, south 3 miles, west 1 mile to the southwest corner of sec. 33, T. 37 S., R. 22 E.; thence north along the section line to the southwest corner of sec. 9, T. 36 S., R. 22 E.; thence west 1½ miles, north 1 mile, west one-quarter mile, north to the seventh standard parallel south; thence east one-quarter mile, north 1 mile, east one-half mile, north 1 mile, east 1½ miles, north 1 mile to the boundary of the MantiLaSal National Forest at the southwest corner of sec. 15, T. 35 S., R. 22 E.; thence westerly and northerly along the forest boundary to the junction of Dark Canyon with the forest boundary in sec. 14, T. 34 S., R. 17 E.; thence westerly along the south rim of Dark Canyon to the Colorado River; thence southerly along the Colorado River and the east shore of Lake Powell to the confluence with the San Juan River; thence east along the San Juan River to the Navajo Indian Reservation boundary at the southeast corner of sec. 25, T. 40 S., R. 23 E.; thence northerly and easterly along the reservation boundary to the Utah-Colorado State line; thence north along the State line to the point of beginning. The area described aggregates 1,648,980 acres of public domain land.

State and privately owned lands within the above-described area and the lands within the boundaries of Natural Bridges National Monument are not affected by this proposed classification.

4. Publication of this notice also has the effect of segregating the proposed recreation, archeological, historic, radar, and study areas described below from all forms of appropriation, selection, location, and entry under the public land laws, including the general mining laws, but not the mineral leasing laws:

SALT LAKE MERIDIAN, UTAH

DEER FLAT HUNTER CAMP

T. 35 S., R. 18 E.,
Sec. 31, N $\frac{1}{2}$ SW $\frac{1}{4}$ (unsurveyed).

KANE SPRING RECREATION SITE

T. 37 S., R. 18 E.,
Sec. 35, E $\frac{1}{2}$ NE $\frac{1}{4}$.

SALVATION KNOLL PICNIC SITE

T. 37 S., R. 19 E.,
Sec. 15, W $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ (unsurveyed).

PINE SPRING RECREATION SITE

T. 37 S., R. 19 E.,
Sec. 23, S $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ (unsurveyed);
Sec. 26, N $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ (unsurveyed).

DOG TANK SPRING RECREATION SITE

T. 37 S., R. 20 E.,
Sec. 17, S $\frac{1}{2}$ SE $\frac{1}{4}$ (unsurveyed);
Sec. 20, N $\frac{1}{2}$ NE $\frac{1}{4}$.

ARCH CANYON RECREATION SITE

T. 37 S., R. 20 E.,
Sec. 24, S $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 25, N $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$.

COTTONWOOD CORRAL CAMPGROUND

T. 37 S., R. 21 E.,
Sec. 10, W $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$.

BRADFORD CANYON RUINS AND CAMPGROUND

T. 37 S., R. 24 E.,
Sec. 10, SW $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$,
S $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$.

IRISH GREEN SPRING RECREATION SITE

T. 39 S., R. 14 E.,
Sec. 2, SE $\frac{1}{4}$ NW $\frac{1}{4}$.

GREEN WATER RECREATION SITE

T. 39 S., R. 14 E.,
Sec. 10, W $\frac{1}{2}$ NW $\frac{1}{4}$ (unsurveyed).

COLD SPRING RUIN AND PICNIC SITE

T. 39 S., R. 21 E.,
Sec. 6, SW $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 17, SW $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 18, SE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$.

PYRAMID PEAK PICNIC SITE

T. 40 S., R. 19 E.,
Sec. 23, NE $\frac{1}{4}$ NE $\frac{1}{4}$.

RECAPTURE POCKET PICNIC SITE

T. 40 S., R. 22 E.,
Sec. 10, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 11, S $\frac{1}{2}$ SW $\frac{1}{4}$.

SAND ISLAND RECREATION SITE

T. 40 S., R. 21 E.,
Sec. 33, all that part of the SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$ which lies north and west of the Navajo Indian Reservation boundary.

GRAND GULCH NATURAL AREA

T. 38 S., R. 16 E.,
Sec. 13, S $\frac{1}{2}$ S $\frac{1}{2}$;
Sec. 23, S $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$;
Secs. 24, and 25, all;
Sec. 26, E $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 27, SE $\frac{1}{4}$;
Sec. 32, SE $\frac{1}{4}$;
Sec. 34, E $\frac{1}{2}$;
Sec. 35, all.
T. 38 S., R. 17 E.,
Sec. 13, S $\frac{1}{2}$ (unsurveyed);
Sec. 14, S $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ (unsurveyed);
Sec. 15, S $\frac{1}{2}$ S $\frac{1}{2}$ (unsurveyed);
Sec. 17, S $\frac{1}{2}$ S $\frac{1}{2}$ (unsurveyed);
Sec. 18, S $\frac{1}{2}$ S $\frac{1}{2}$ (unsurveyed);
Secs. 19 to 31, inclusive (unsurveyed), all;
Secs. 33, 34, and 35 (unsurveyed), all.
T. 38 S., R. 18 E.,
Sec. 3, W $\frac{1}{2}$ (unsurveyed);
Sec. 4, all (unsurveyed);
Sec. 5, E $\frac{1}{2}$ (unsurveyed);
Secs. 8 and 9 (unsurveyed), all;
Sec. 17, N $\frac{1}{2}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$ (unsurveyed);
Secs. 18 and 19 (unsurveyed), all.
T. 39 S., R. 16 E.,
Secs. 3, and 4 (unsurveyed), all;
Sec. 5, E $\frac{1}{2}$ (unsurveyed);
Secs. 8, 9, and 10 (unsurveyed), all;
Sec. 11, NW $\frac{1}{4}$ (unsurveyed);
Secs. 17 to 21, inclusive (unsurveyed), all;
Secs. 28 to 31, inclusive (unsurveyed), all;
Sec. 33 (unsurveyed), all.
T. 39 S., R. 17 E.,
Sec. 1, N $\frac{1}{2}$ (unsurveyed);
Sec. 3, NE $\frac{1}{4}$ (unsurveyed);
Sec. 5, NW $\frac{1}{4}$ (unsurveyed);
Sec. 6, NE $\frac{1}{4}$ (unsurveyed).

- T. 40 S., R. 15 E.,
 Sec. 1, all;
 Sec. 11, E $\frac{1}{2}$;
 Sec. 12, lots 1, and 2, N $\frac{1}{2}$, SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 13, lots 2, 3, 4, 7, and 8, W $\frac{1}{2}$ NW $\frac{1}{4}$.
 T. 40 S., R. 16 E.,
 Secs. 4, 5, and 6, all;
 Sec. 7, lots 4, 6, 8, and 10, N $\frac{1}{2}$, N $\frac{1}{2}$ S $\frac{1}{2}$;
 Sec. 8, lots 1, 3, 5, and 7, N $\frac{1}{2}$, N $\frac{1}{2}$ S $\frac{1}{2}$;
 Sec. 9, lots 1, 2, 3, 6, and 9, N $\frac{1}{2}$, N $\frac{1}{2}$ SW $\frac{1}{4}$.

ARCHEOLOGICAL SITES

- T. 36 S., R. 16 E.,
 Sec. 21, N $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ (unsurveyed) (Fry Canyon Ruins).
 T. 36 S., R. 18 E.,
 Sec. 7, W $\frac{1}{2}$ of lot 1.
 T. 36 S., R. 23 E.,
 Sec. 30, SE $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 31, SW $\frac{1}{4}$ SE $\frac{1}{4}$.
 T. 37 S., R. 19 E.,
 Sec. 22, NE $\frac{1}{4}$ NW $\frac{1}{4}$ (unsurveyed).
 T. 37 S., R. 21 E.,
 Sec. 31, NE $\frac{1}{4}$ SE $\frac{1}{4}$.
 T. 37 S., R. 22 E.,
 Sec. 4, S $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 9, NW $\frac{1}{4}$ NE $\frac{1}{4}$ (Westwater Ruin).
 T. 37 S., R. 23 E.,
 Sec. 5, SE $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 6, E $\frac{1}{2}$ SW $\frac{1}{4}$.
 T. 38 S., R. 19 E.,
 Sec. 26, NE $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ (unsurveyed);
 Sec. 35, SE $\frac{1}{4}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$ (unsurveyed).
 T. 38 S., R. 21 E.,
 Sec. 7, SE $\frac{1}{4}$ SE $\frac{1}{4}$.
 T. 38 S., R. 26 E.,
 Sec. 9, SE $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$.
 T. 39 S., R. 14 E.,
 Sec. 3, SE $\frac{1}{4}$ SW $\frac{1}{4}$ (unsurveyed).
 T. 39 S., R. 19 E.,
 Sec. 1, SW $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ W $\frac{1}{2}$;
 Sec. 22, W $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ NE $\frac{1}{4}$ (Road Canyon Ruin).
 T. 39 S., R. 21 E.,
 Sec. 18, lot 1;
 Sec. 20, SW $\frac{1}{4}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 31, NE $\frac{1}{4}$ NE $\frac{1}{4}$.
 T. 40 S., R. 21 E.,
 Sec. 6, lot 2, NW $\frac{1}{4}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 8, SW $\frac{1}{4}$ SW $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 18, S $\frac{1}{2}$ SE $\frac{1}{4}$.

ALKALI RIDGE HISTORIC SITE

- T. 36 S., R. 23 E.,
 Sec. 23, SW $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$.

BLANDING RADAR SITE

- T. 37 S., R. 22 E.,
 Sec. 22, S $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 23, S $\frac{1}{2}$ SW $\frac{1}{4}$;
 Sec. 26, NW $\frac{1}{4}$;
 Sec. 27, NE $\frac{1}{4}$.

WATERSHED STUDY PLOT

- T. 38 S., R. 18 E.,
 Sec. 27, W $\frac{1}{2}$ SW $\frac{1}{4}$ (unsurveyed);
 Sec. 28, E $\frac{1}{2}$ SE $\frac{1}{4}$ (unsurveyed).

MORMON TRAIL

All public domain lands within 50 feet of the centerline of the Mormon Trail as shown on official maps on file in the BLM Monticello District and Utah State Office.

The areas described aggregate approximately 39,440 acres.

5. The public lands in the Grand Gulch Natural Area, described in paragraph 4 above, are hereby designated as a "primitive area" by virtue of the authority vested in the Secretary of the Interior under the Classification and Multiple-Use Act, supra, and R.S. 2478 (43 U.S.C.

1201) as amended, and pursuant to the provisions of 43 CFR Part 2070.

6. The following-described parcels of public domain lands that fall within the area described in paragraph 3 above are excluded from this proposed classification for multiple-use management. While they do not meet the requirements for entry under the homestead laws and regulations, most of these lands are suitable for limited agricultural use and the balance (198 acres in T. 42 S., R. 19 E.) are suitable for community expansion, commercial, and industrial development. Accordingly these lands are classified for sale under the Public Land Sale Act of September 19, 1964 (43 U.S.C. 1421-27) pursuant to 43 CFR Part 2720:

SALT LAKE MERIDIAN, UTAH

- T. 38 S., R. 18 E. (Partially surveyed, probable legal description when surveyed),
 Sec. 1, lots 1, and 2 (N $\frac{1}{2}$ NE $\frac{1}{4}$), S $\frac{1}{2}$ NE $\frac{1}{4}$, S $\frac{1}{2}$;
 Sec. 12, NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 14, E $\frac{1}{2}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$;
 Sec. 23, N $\frac{1}{2}$, SW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 26, W $\frac{1}{2}$ E $\frac{1}{2}$, W $\frac{1}{2}$;
 Sec. 27, E $\frac{1}{2}$ E $\frac{1}{2}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 34, E $\frac{1}{2}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$;
 Sec. 35, W $\frac{1}{2}$ E $\frac{1}{2}$, W $\frac{1}{2}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$.
 T. 38 S., R. 19 E. (Partially surveyed, probable legal description when surveyed),
 Sec. 6, lots 4, 5, 6, and 7 (W $\frac{1}{2}$ W $\frac{1}{2}$).
 T. 39 S., R. 18 E.,
 Sec. 1, lots 3, and 4, S $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$;
 Sec. 3, all;
 Sec. 4, lot 1, SE $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$;
 Sec. 9, NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 10, all;
 Sec. 11, N $\frac{1}{2}$ NE $\frac{1}{4}$, W $\frac{1}{2}$;
 Sec. 12, NW $\frac{1}{4}$ NW $\frac{1}{4}$.
 T. 40 S., R. 22 E.,
 Sec. 4, W $\frac{1}{2}$ W $\frac{1}{2}$;
 Secs. 5, 7, 8, and 17, all;
 Sec. 6, lot 4, E $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 9, W $\frac{1}{2}$ W $\frac{1}{2}$;
 Sec. 18, lots 1, 2, and 3, NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 20, N $\frac{1}{2}$;
 Sec. 21, N $\frac{1}{2}$.
 T. 42 S., R. 9 E.,
 Sec. 7, lots 15 to 44, inclusive, 47 to 54, inclusive, 56, and 57, and NE $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 8, lot 8.

The areas described classified for sale aggregate 10,522.94 acres.

7. Publication of this Notice of Classification in the Federal Register segregates the lands described in paragraph 6 from all forms of disposal under the public land laws, including the mining laws, except for sale under the Public Land Sale Act. However, publication does not alter the applicability of the public land laws governing the use of the lands under lease, license, or permit, or governing the disposal of their mineral and vegetative resources, other than the mining laws, as long as the lands remain in Federal ownership. Permitted livestock grazing use will be terminated when title to the lands is transferred out of Federal ownership.

8. Maps depicting these lands and the record showing the comments received and other information are on file and may be viewed at the Bureau of Land Management District Office, 284 South

First West Street, Monticello, Utah, and the State Office, Federal Building, 125 South State Street, Salt Lake City, Utah.

9. For a period of 30 days from date of publication of this Notice of Classification 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 § 2461.3. During this 30 day period, interested parties may submit comments to the Secretary of the Interior, LLM 320, Washington, D.C. 20240.

R. D. NIELSON,
 State Director.

[F.R. Doc. 70-12704; Filed, Sept. 23, 1970; 8:46 a.m.]

[OR 6079 (Wash.)]

WASHINGTON

Notice of Classification of Public Lands for Disposal by Exchange

SEPTEMBER 18, 1970.

1. Pursuant to the Act of September 19, 1964 (43 U.S.C. 1411-18), and to the regulations in 43 CFR Parts 2400 and 2460, the public lands described below are hereby classified for disposal by exchange under section 8 of the Act of June 28, 1934 (48 Stat. 1269; 43 U.S.C. 315g), as amended:

WILLAMETTE MERIDIAN

- T. 23 N., R. 24 E.,
 Sec. 1, lots 1, 2, 3, and 4, S $\frac{1}{2}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ SW $\frac{1}{4}$, and NW $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 2, SE $\frac{1}{4}$;
 Sec. 10, W $\frac{1}{2}$;
 Sec. 18, lot 4, SE $\frac{1}{4}$ SW $\frac{1}{4}$, and E $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 22, S $\frac{1}{2}$ SW $\frac{1}{4}$ and E $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 24, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 25, E $\frac{1}{2}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$, and SE $\frac{1}{4}$;
 Sec. 30, SE $\frac{1}{4}$;
 Sec. 32, NE $\frac{1}{4}$ and N $\frac{1}{2}$ NW $\frac{1}{4}$.
 T. 24 N., R. 24 E.,
 Sec. 24, N $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 25, S $\frac{1}{2}$ SE $\frac{1}{4}$.
 T. 23 N., R. 25 E.,
 Sec. 4, lots 1, 2, 3, and 4, S $\frac{1}{2}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, and N $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 5, lots 1 and 2, S $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$, and SE $\frac{1}{4}$;
 Sec. 6, lots 2, 3, 4, and 7, NE $\frac{1}{4}$ SW $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 8, N $\frac{1}{2}$;
 Sec. 19, lots 3 and 4, and NE $\frac{1}{4}$ SW $\frac{1}{4}$.
 T. 24 N., R. 25 E.,
 Sec. 4, lot 2, S $\frac{1}{2}$ NE $\frac{1}{4}$, and N $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 9, SE $\frac{1}{4}$ NW $\frac{1}{4}$ and NE $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 19, lots 3 and 4;
 Sec. 20, NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, and SW $\frac{1}{4}$;
 Sec. 21, E $\frac{1}{2}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$, and NW $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 29, W $\frac{1}{2}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 30, lot 4, E $\frac{1}{2}$ NE $\frac{1}{4}$, and E $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 31, lot 3, E $\frac{1}{2}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$, and NE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 32, E $\frac{1}{2}$;
 Sec. 33, W $\frac{1}{2}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$, and SW $\frac{1}{4}$ SE $\frac{1}{4}$.
 T. 25 N., R. 25 E.,
 Sec. 21, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
 Sec. 22, SE $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$, and W $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 23, SW $\frac{1}{4}$ NW $\frac{1}{4}$;
 Sec. 33, W $\frac{1}{2}$ SE $\frac{1}{4}$.

The area described aggregates 6,578.45 acres.

2. Publication of this notice will segregate the lands from all forms of disposal under the public land laws, including the mining laws, except as to applications under section 8 of the Taylor Grazing Act (48 Stat. 1272), as amended.

3. Publication of this classification will not alter the applicability of the public land laws governing the use of the lands under lease, license, or permit, or governing the disposal of their mineral and vegetative resources, other than under the mining laws.

4. Comments were received and analyzed following publication of the proposed classification in the FEDERAL REGISTER on April 30, 1970 (35 F.R. 6875).

5. The lands have been identified as not being needed for federal land management programs.

6. 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 2462.3. For a period of 30 days, interested parties may submit comments to the Secretary of the Interior, LLM 320, Washington, D.C. 20240.

ARTHUR W. ZIMMERMAN,
Assistant State Director.

[F.R. Doc. 70-12705; Filed, Sept. 23, 1970;
8:46 a.m.]

[ES 7910; Survey Group 76]

WISCONSIN

Notice of Filing of Plat of Survey

1. The plat of survey of the lands described below will be officially filed in the Eastern States Land Office, Silver Spring, Md., effective at 10 a.m. on October 19, 1970:

FOURTH PRINCIPAL MERIDIAN

T. 31 N., R. 26 E.,
Sec. 4, lots 8 and 9.

The area described aggregates 1.09 acres.

2. This plat represents the survey of two islands in Mackaysee Lake. The islands reach from 3 to 4 feet above the mean high-water level of the lake, and the timber consists of birch, aspen and cedar, with scattered underbrush of small willow and vines. There are no improvements on the islands.

3. The character of the islands and the timber growth thereon attest to the fact that the islands were in existence in 1848, when Wisconsin was admitted into the Union. The islands are well over 50 percent upland in character within the interpretation of the Swamp Land Grant Act of September 28, 1850.

4. Except for valid existing rights, these lands will not be open to any applications for use or disposition under the public land laws, including the mineral leasing laws, until they have been classified and a further order is issued.

5. All inquiries relating to these lands should be sent to the Manager, Eastern States Land Office, Bureau of Land Man-

agement, 7981 Eastern Avenue, Silver Spring, Md. 20910.

DORIS A. KOIVULA,
Manager.

SEPTEMBER 17, 1970.

[F.R. Doc. 70-12706; Filed, Sept. 23, 1970;
8:46 a.m.]

[Wyoming 6228]

WYOMING

Notice of Proposed Classification of Public Lands

SEPTEMBER 18, 1970.

1. Pursuant to the Act of September 19, 1964 (43 U.S.C. 1411-18) and the regulations in 43 CFR Parts 2400 through 2461, it is proposed to amend the existing classification of public lands described below to segregate from appropriation under the general mining laws (30 U.S.C. 21). The lands shall remain open to the mineral leasing laws. These lands were previously classified for Multiple-Use Management by Notice of Classification of Lands, under item (2) which segregates the land from appropriation only under the agricultural land laws (43 U.S.C. Parts 7 and 9; 25 U.S.C. sec. 334) and from sales under section 2455 of the Revised Statutes (43 U.S.C. 1171). The Notice of Classification of Lands was published in Volume 32, No. 226, FEDERAL REGISTER of November 22, 1967, as F.R. Doc. 67-13680, at pages 16057-16058. Description of the land is as follows:

SIXTH PRINCIPAL MERIDIAN

- T. 27 N., R. 91 W.,
Sec. 5, NW $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$.
T. 28 N., R. 91 W.,
Sec. 34, S $\frac{1}{2}$ NE $\frac{1}{4}$ and NE $\frac{1}{4}$ NE $\frac{1}{4}$.
T. 29 N., R. 99 W.,
Sec. 3, lot 4, S $\frac{1}{2}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, and SW $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 4, lot 1, SE $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$, and W $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 6, lots 1, 3, 7, and 9, N $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, and that portion of SE $\frac{1}{4}$ NE $\frac{1}{4}$ not included in M.S. 484;
Sec. 7, lot 1;
Sec. 9, SW $\frac{1}{4}$ NW $\frac{1}{4}$.
T. 30 N., R. 99 W.,
Sec. 32, W $\frac{1}{2}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ NE $\frac{1}{4}$; that portion of E $\frac{1}{2}$ NW $\frac{1}{4}$, and W $\frac{1}{2}$ NE $\frac{1}{4}$ and S $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ not included in M.S. 41, 43, 44, 47, 48, and 49; and that portion of S $\frac{1}{2}$ SW $\frac{1}{4}$ not included in M.S. 45 and 46;
Sec. 33, S $\frac{1}{2}$ SE $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$, SW $\frac{1}{4}$, and NW $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 34, S $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$.
T. 29 N., R. 100 W.,
Sec. 1, lot 14;
Sec. 3, lots 14, 15 and 18;
Sec. 11, lot 1;
Sec. 12, lot 2, SW $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, and NE $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 14, lot 5, NW $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, and NW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 17, W $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 18, lot 6, SE $\frac{1}{4}$ SE $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$ and E $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 19, NE $\frac{1}{4}$ NE $\frac{1}{4}$ and E $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 21, W $\frac{1}{2}$ SW $\frac{1}{4}$ and SW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 22, NE $\frac{1}{4}$ SW $\frac{1}{4}$ and NW $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 28, N $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$.

The lands described total approximately 2,251 acres in Fremont County, Wyo.

2. For a period of 60 days from the date of publication of this notice in the FEDERAL REGISTER, all persons who wish to submit comments, suggestions, or objections in connection with the proposed classification may present their views in writing to the Lander District Manager, Bureau of Land Management, Post Office Box 589, Lander, Wyo. 82520.

DANIEL P. BAKER,
State Director.

[F.R. Doc. 70-12707; Filed, Sept. 23, 1970;
8:46 a.m.]

[Wyoming 15468]

WYOMING

Proposed Classification of Public Lands for Multiple-Use Management

SEPTEMBER 18, 1970.

1. Pursuant to the Act of September 19, 1964 (43 U.S.C. 1411-18) and to the regulations in 43 CFR Parts 2400 through 2461, it is proposed to classify for multiple-use management, the public lands within the area described in paragraph 2 below. Publication of this notice has the effect of segregating the public lands described in paragraph 2 from appropriation under the agricultural land laws (43 U.S.C. Parts 7 and 9; 25 U.S.C. 334) and from sales under section 2455 of the Revised Statutes (43 U.S.C. 1171). The lands described in paragraph 3 are further segregated from appropriation under the general mining laws (30 U.S.C. 21). Except as provided above, the lands shall remain open to all other forms of appropriation including the mineral leasing 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 a Federal use or purpose.

2. The public lands proposed for classification are shown on the Big Horn County Classification map which is on display in the District Office, Bureau of Land Management, Worland, Wyo.; in the Big Horn County Courthouse, Basin, Wyo.; in Lovell City Hall, Lovell, Wyo.; and on file in the State Office, Bureau of Land Management, 2120 Capitol Avenue, Cheyenne, Wyo.; and include all public lands within the following described area:

SIXTH PRINCIPAL MERIDIAN, WYOMING

BIG HORN COUNTY

- T. 55 N., R. 92 W.,
Secs. 4, 5, and 6.
T. 56 N., R. 92 W.,
Secs. 30, 31, and 32.
T. 57 N., R. 92 W.,
Secs. 5, 7, 18, and 19.
T. 58 N., R. 92 W.,
Secs. 17 to 20, inclusive, and secs. 29 to 32, inclusive.
T. 55 N., R. 93 W.,
Secs. 1 to 6, inclusive.

Tps. 56 to 58 N., R. 93 W.

T. 55 N., R. 94 W.,

Secs. 1, 2, 3, 5, and 6.

Tps. 56 to 58 N., R. 94 W.

T. 56 N., R. 95 W.,

Secs. 4, 5, 6, and 12.

Tps. 57 and 58 N., R. 95 W.

T. 56 N., R. 96 W.,

Secs. 1, 2, 3, and 11.

T. 57 N., R. 96 W.,

Secs. 1, 2, 11, 12, 13, 14, 23, 24, 26, and 35.

T. 58 N., R. 96 W.

T. 58 N., R. 97 W.,

Secs. 22, 24, 25, and 26.

The public lands within the area described above aggregate some 112,400 acres.

3. The following described lands are further segregated from appropriation under the mining laws (30 U.S.C. 21):

T. 56 N., R. 92 W.,

Sec. 30.

T. 57 N., R. 92 W.,

Sec. 18, lots 2, 3, and 4, NW $\frac{1}{4}$ SE $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$, and E $\frac{1}{2}$ SW $\frac{1}{4}$;Sec. 19, N $\frac{1}{2}$ NE $\frac{1}{4}$.

T. 57 N., R. 93 W.,

Sec. 4, NW $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;Sec. 5, NE $\frac{1}{4}$ NE $\frac{1}{4}$;Sec. 9, NE $\frac{1}{4}$ and N $\frac{1}{2}$ NW $\frac{1}{4}$;Sec. 10, N $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, NW $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$, and S $\frac{1}{2}$ SE $\frac{1}{4}$;Sec. 11, SW $\frac{1}{4}$ SW $\frac{1}{4}$;Sec. 13, SE $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$, and SE $\frac{1}{4}$;Sec. 14, NW $\frac{1}{4}$ and NE $\frac{1}{4}$ SE $\frac{1}{4}$;Sec. 15, N $\frac{1}{2}$ NE $\frac{1}{4}$ and SE $\frac{1}{4}$ NE $\frac{1}{4}$.

T. 58 N., R. 93 W.,

Sec. 19, NE $\frac{1}{4}$ and N $\frac{1}{2}$ NW $\frac{1}{4}$;Sec. 20, lot 7, SW $\frac{1}{4}$, and S $\frac{1}{2}$ SE $\frac{1}{4}$;Sec. 21, S $\frac{1}{2}$ SW $\frac{1}{4}$;Sec. 29, E $\frac{1}{2}$ W $\frac{1}{2}$ and SW $\frac{1}{4}$ SE $\frac{1}{4}$;Sec. 32, NE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;Sec. 33, SW $\frac{1}{4}$ SW $\frac{1}{4}$.

T. 57 N., R. 94 W.,

Sec. 23, SE $\frac{1}{4}$;Sec. 26, NW $\frac{1}{4}$ NE $\frac{1}{4}$.

T. 58 N., R. 94 W.,

Sec. 20, lots 3 to 6, inclusive;

Sec. 24, lots 1, 2, 7, and 8;

Sec. 28, S $\frac{1}{2}$ SE $\frac{1}{4}$.

T. 58 N., R. 95 W.,

Sec. 19, lot 1;

Sec. 20, N $\frac{1}{2}$;Sec. 21, N $\frac{1}{2}$, SE $\frac{1}{4}$, and NE diagonal $\frac{1}{2}$ of SW $\frac{1}{4}$;

Sec. 22;

Sec. 23, N $\frac{1}{4}$, N $\frac{1}{2}$ S $\frac{1}{2}$, and SW $\frac{1}{4}$ SW $\frac{1}{4}$;Sec. 26, NW $\frac{1}{4}$ NW $\frac{1}{4}$;Sec. 27, N $\frac{1}{2}$;Sec. 28, NW $\frac{1}{4}$ and NE $\frac{1}{4}$ NE $\frac{1}{4}$.

The public lands described above aggregate 7,000.69 acres.

4. For a period of 60 days from the date of publication of this notice in the FEDERAL REGISTER, all persons who wish to submit comments, suggestions, or objections in connection with the proposed classification may present their views in writing to the District Manager, Worland District Office, Bureau of Land Management, Post Office Box 119, Worland, Wyo. 82401.

5. A public hearing on the proposed classification will be held at 8 p.m. November 5, 1970 in the Fire Hall, Lovell, Wyo.

DANIEL P. BAKER,
State Director.

[F.R. Doc. 70-12708; Filed, Sept. 23, 1970;
8:46 a.m.]

[Wyoming 25819]

WYOMING

Proposed Classification of Public Lands for Multiple-Use Management

SEPTEMBER 18, 1970.

1. Pursuant to the Act of September 19, 1964 (43 U.S.C. 1411-18) and to the regulations in 43 CFR Parts 2400 through 2461, it is proposed to classify for multiple-use management the public lands described below. Publication of this notice has the effect of segregating the described lands in paragraphs 2 and 3 from appropriation only under the agricultural land laws (43 U.S.C. Parts 7 and 9; 25 U.S.C. sec. 334), from sales under section 2455 of the Revised Statutes (43 U.S.C. 1171), and from appropriation under the general mining laws (30 U.S.C. 21). The lands shall remain open to all other applicable forms of appropriation, including the mineral leasing 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 a Federal use or purpose.

2. The public lands located within the following described areas are shown on maps on file in the Casper District Office, Bureau of Land Management, Casper, Wyo., and in the Land Office, Bureau of Land Management, Federal Building, Cheyenne, Wyo.

The description of the lands is as follows:

SIXTH PRINCIPAL MERIDIAN

GOSHEN COUNTY, WYO.

T. 22 N., R. 60 W.,

Sec. 10, lot 5;

Sec. 17, SW $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, and SE $\frac{1}{4}$;Sec. 18, lots 4 and 5, E $\frac{1}{2}$ SW $\frac{1}{4}$, and SE $\frac{1}{4}$;Sec. 19, lots 1, 2, and 3, NE $\frac{1}{4}$ SW $\frac{1}{4}$.

T. 22 N., R. 61 W.,

Sec. 14, SE $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, andW $\frac{1}{2}$ SE $\frac{1}{4}$;Sec. 23, NE $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, and E $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$;Sec. 24, N $\frac{1}{2}$, SW $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$, and N $\frac{1}{2}$ SE $\frac{1}{4}$;Sec. 25, N $\frac{1}{2}$ and W $\frac{1}{2}$ SE $\frac{1}{4}$.

T. 22 N., R. 62 W.,

Sec. 11, SW $\frac{1}{4}$;Sec. 14, N $\frac{1}{2}$ NW $\frac{1}{4}$ and SE $\frac{1}{4}$ SW $\frac{1}{4}$;Sec. 21, E $\frac{1}{2}$ SW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;Sec. 23, NW $\frac{1}{4}$ NE $\frac{1}{4}$;Sec. 28, N $\frac{1}{2}$ NW $\frac{1}{4}$.

NATRONA COUNTY, WYO.

T. 29 N., R. 83 W.,

Sec. 4, lot 16 and NE $\frac{1}{4}$ SW $\frac{1}{4}$;Sec. 9, lots 1 to 14, incl., NW $\frac{1}{4}$ NW $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;Sec. 10, W $\frac{1}{2}$ W $\frac{1}{2}$ and NE $\frac{1}{4}$ SW $\frac{1}{4}$;Sec. 17, N $\frac{1}{2}$ SE $\frac{1}{4}$ and SW $\frac{1}{4}$ SE $\frac{1}{4}$;Sec. 19, S $\frac{1}{2}$ SE $\frac{1}{4}$;Sec. 20, NW $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$, and S $\frac{1}{2}$ SE $\frac{1}{4}$;Sec. 21, NE $\frac{1}{4}$ NW $\frac{1}{4}$.

The areas described aggregate approximately 3,862.79 acres.

3. The public lands located within the following described areas are shown on

maps on file in the Lander District Office, Bureau of Land Management, Lander, Wyo., and in the Land Office, Bureau of Land Management, Federal Building, Cheyenne, Wyo. The description of the lands is as follows:

SIXTH PRINCIPAL MERIDIAN

FREMONT COUNTY, WYO.

T. 42 N., R. 107 W.,

Sec. 31, lots 1 to 4, inclusive, E $\frac{1}{2}$ W $\frac{1}{2}$, and SE $\frac{1}{4}$;Sec. 32, W $\frac{1}{2}$ W $\frac{1}{2}$ and NE $\frac{1}{4}$ SW $\frac{1}{4}$.

The areas described aggregate approximately 669.32 acres.

4. For a period of 60 days from the date of publication of this notice in the FEDERAL REGISTER, all persons who wish to submit comments, suggestions, or objections in connection with the proposed classification may present their views in writing to the Casper District Office, Bureau of Land Management, 127 East A Street, Casper, Wyo. 82601, for the lands described in paragraph 2, and to the Lander District Office, Bureau of Land Management, Post Office Box 589, Lander, Wyo. 82520, for the lands described in paragraph 3.

DANIEL P. BAKER,
State Director.

[F.R. Doc. 70-12709; Filed, Sept. 23, 1970;
8:46 a.m.]

Office of the Secretary

CLIFTON F. ROGERS

Report of Appointment and Statement of Financial Interests

SEPTEMBER 18, 1970.

Pursuant to section 302(a) of Executive Order 10647, the following information on a WOC appointee in the Department of the Interior is furnished for publication in the FEDERAL REGISTER:

Name of appointee: Clifton F. Rogers.

Name of employing agency: Department of the Interior, Defense Electric Power Administration.

The title of the appointee's position: Deputy Director, Area 9.

The name of the appointee's private employer or employers: Upper Peninsula Power Co., Houghton, Mich.

The statement of "financial interests" for the above appointee is set forth below.

WALTER J. HICKEL,
Secretary of the Interior.

APPOINTEE'S STATEMENT OF FINANCIAL INTERESTS

In accordance with the requirements of section 302(b) of Executive Order 10647, I am filing the following statement for publication in the FEDERAL REGISTER:

(1) Names of any corporations of which I am, or had been within 60 days preceding my appointment, on September 9, 1970, as Deputy Director, Area 9, an officer or director:

Senior Vice President—Upper Peninsula Power Co., Houghton, Mich.
Vice President and Director—Upper Peninsula Generating Co., Houghton, Mich.

Director—Houghton National Bank, Houghton, Mich.

(2) Names of any corporations in which I own, or did own within 60 days preceding my appointment, any stocks, bonds, or other financial interests:

Upper Peninsula Power Co.
Houghton National Bank.
Member, Great Lakes Investment Club.

(3) Names of any partnerships in which I am associated, or had been associated within 60 days preceding my appointment:

None.

(4) Names of any other businesses which I own, or owned within 60 days preceding my appointment:

None.

CLIFTON F. ROGERS.

SEPTEMBER 15, 1970.

[F.R. Doc. 70-12720; Filed, Sept. 23, 1970; 8:47 a.m.]

DEPARTMENT OF AGRICULTURE

Office of the Secretary

KANSAS

Designation of Areas for Emergency Loans

For the purpose of making emergency loans pursuant to section 321 of the Consolidated Farmers Home Administration Act of 1961 (7 U.S.C. 1961), it has been determined that in the hereinafter-named counties in the State of Kansas, natural disasters have caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

KANSAS

Allen.	Labette.
Anderson.	Linn.
Bourbon.	Montgomery.
Chautauqua.	Osage.
Cherokee.	Wilson.
Coffey.	Woodson.
Franklin.	

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after June 30, 1971, except to applicants who previously received emergency or special livestock loan assistance and can qualify under established policies and procedures.

Done at Washington, D.C., this 19th day of September 1970.

CLIFFORD M. HARDIN,
Secretary of Agriculture.

[F.R. Doc. 70-12755; Filed, Sept. 23, 1970; 8:50 a.m.]

MINNESOTA

Designation of Area for Emergency Loans

For the purpose of making emergency loans pursuant to section 321 of the Consolidated Farmers Home Administration

Act of 1961 (7 U.S.C. 1961), it has been determined that in the hereinafter-named county in the State of Minnesota natural disasters have caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

MINNESOTA

Clearwater.

Pursuant to the authority set forth above, emergency loans will not be made in the above-named county after June 30, 1971, except to applicants who previously received emergency or special livestock loan assistance and can qualify under established policies and procedures.

Done at Washington, D.C., this 19th day of September 1970.

CLIFFORD M. HARDIN,
Secretary of Agriculture.

[F.R. Doc. 70-12756; Filed, Sept. 23, 1970; 8:50 a.m.]

NORTH DAKOTA

Designation of Areas for Emergency Loans

For the purpose of making emergency loans pursuant to section 321 of the Consolidated Farmers Home Administration Act of 1961 (7 U.S.C. 1961), it has been determined that in the hereinafter-named counties in the State of North Dakota natural disasters have caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

NORTH DAKOTA

Emmons.	McIntosh.
Kidder.	Rolette.
Logan.	

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after June 30, 1971, except to applicants who previously received emergency or special livestock loan assistance and can qualify under established policies and procedures.

Done at Washington, D.C., this 19th day of September 1970.

CLIFFORD M. HARDIN,
Secretary of Agriculture.

[F.R. Doc. 70-12757; Filed, Sept. 23, 1970; 8:50 a.m.]

TEXAS

Designation of Areas for Emergency Loans

For the purpose of making emergency loans pursuant to section 321 of the Consolidated Farmers Home Administration Act of 1961 (7 U.S.C. 1961), it has been determined that in the hereinafter-named counties in the State of Texas disasters have caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

TEXAS

Armstrong.
Briscoe.
Carson.
Childress.
Collingsworth.
Dallam.
Deaf Smith.
Donley.
Gray.
Hall.
Hansford.
Hartley.

Hemphill.
Hutchinson.
Lipscomb.
Ochiltree.
Oldham.
Parmer.
Potter.
Randall.
Roberts.
Sherman.
Swisher.
Wheeler.

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after June 30, 1971, except to applicants who previously received emergency or special livestock loan assistance and can qualify under established policies and procedures.

Done at Washington, D.C., this 19th day of September 1970.

CLIFFORD M. HARDIN,
Secretary of Agriculture.

[F.R. Doc. 70-12758; Filed, Sept. 23, 1970; 8:50 a.m.]

DEPARTMENT OF COMMERCE

Maritime Administration

PRUDENTIAL-GRACE LINES, INC.

Notice of Application

Notice is hereby given that Prudential-Grace Lines, Inc., has filed an application, dated September 2, 1970, requesting written permission under section 805(a) of the Merchant Marine Act, 1936, as amended, to permit the combination passenger-cargo ships "SS Santa Rosa" and "SS Santa Paula" and the combination passenger-cargo ships "SS Santa Magdalena," "SS Santa Mercedes," "SS Santa Maria" and "SS Santa Mariana" to carry passengers and their luggage (including accompanying automobiles) in the domestic trade either directly or indirectly between U.S. Atlantic ports (Maine to but not including Key West, Fla.) while operating on regular assigned service in the foreign commerce of the United States.

Interested parties may inspect this application in the Office of Subsidy Administration, Maritime Administration, Room 1617M, Department of Commerce Building, 14th and E Street NW., Washington, D.C.

Any person, firm or corporation having any interest (within the meaning of section 805(a)) in such application and desiring to be heard on issues pertinent to section 805(a) or desiring to submit comments or views concerning the application must, by close of business on October 7, 1970, file same with the Secretary, Maritime Subsidy Board/Maritime Administration, in writing, in triplicate, together with petition for leave to intervene which shall state clearly and concisely the grounds of interest, and the alleged facts relied on for relief.

Notwithstanding anything in § 201.78 of the rules of practice and procedure (46 CFR Part 201), petitions for leave to

intervene received after the close of business on October 7, 1970, will not be considered in this proceeding.

If no petitions for leave to intervene are received within the specified time, or if it is determined that petitions filed do not demonstrate sufficient interest to warrant a hearing, the Maritime Subsidy Board/Maritime Administration will take such action as may be deemed appropriate.

In the event petitions regarding the relevant section 805(a) issues are received from parties with standing to be heard, a hearing has been tentatively scheduled for October 13, 1970, at 10 a.m., in Room 4896, Department of Commerce Building, 15th and E Street NW., Washington, D.C. The purpose of the hearing will be to receive evidence under section 805(a) relative to whether the proposed operation (a) could result in unfair competition to any person, firm or corporation operating exclusively in the proposed domestic service involved or (b) would be prejudicial to the objects and policy of the Act relative to domestic trade operations.

Dated: September 22, 1970.

By order of the Maritime Subsidy Board/Maritime Administration.

JAMES S. DAWSON, Jr.
Secretary.

[F.R. Doc. 70-12823; Filed, Sept. 23, 1970;
8:51 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[DESI 7322]

TETRACYCLINE; OXYTETRACYCLINE; CHLORTETRACYCLINE; DEMETHYL- CHLORTETRACYCLINE; AND ROLI- TETRACYCLINE FOR SYSTEMIC USE

Drugs for Human Use; Drug Efficacy Study Implementation

Correction

In F.R. Doc. 70-11553 appearing at page 13897 in the issue for Wednesday, September 2, 1970, the first line of paragraph 10d in the third column on page 13897, now reading "d. Sumycin Syrup; E. R. Squibb &", should read "d. Tetracycline Phosphate Complex".

Office of the Secretary REGIONAL DIRECTOR

Statement of Organization, Functions, and Delegations of Authority

Section 1E-40 of Part 1 of Organization, Functions, and Delegations of Authority for the Department of Health, Education, and Welfare reads as follows:

Sec. 1E-40 Delegations of authority. * * *

C. Child development. 1. Regional Directors have been delegated certain authority which may be redelegated as follows:

a. Under the general policies and in such form as prescribed by the Director, Office of Child Development (and approved by the Assistant Secretary for Administration) and in conformity to the allocations and financial guidelines of the Director, Office of Child Development to make grants under section 222(a) (1) of the Economic Opportunity Act of 1964 (Project Head Start), except insofar as such grants are for programs which primarily serve migrants or Indians living on Federal reservations.

b. To make, amend, suspend, and cancel the grants authorized in "a." above and to issue audit disallowances as well as to receive appeals on and make final decisions on such disallowances.

Dated: September 17, 1970.

SOL ELSON,
Acting Assistant Secretary
for Administration.

[F.R. Doc. 70-12722; Filed, Sept. 23, 1970;
8:47 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration NATIONAL BRIDGE INSPECTION STANDARDS

Request for Comments on Proposed Standards

Section 26 of the Federal-Aid Highway Act of 1968, 23 U.S.C. 116(d), requires the Secretary, in consultation with the State highway departments and interested and knowledgeable private organizations and individuals, to establish national bridge inspection standards in order to provide for the proper inspection of bridges on the Federal-aid highway system. The Act provides that the standards must specify in detail the method by which inspections shall be conducted by State highway departments, the maximum time lapse between inspections, and the qualifications for those charged with the responsibility for carrying out such inspections.

Shortly after enactment of the Federal-Aid Highway Act of 1968, the Bridge Committee of the American Association of State Highway Officials and the Consulting Engineers Council were requested to cooperate in developing appropriate bridge inspection standards. A special subcommittee of the AASHO was organized to prepare a bridge inspection manual. The Consulting Engineers Council designated a special task force to assist in preparation and review of the manual.

As a result of these efforts, "A Manual for Maintenance Inspection of Bridges," June 1970 (hereafter referred to as the AASHO Manual), has been issued by

AASHO. The Administrator has reviewed the contents of the Manual. Pursuant to authority delegated to him by the Secretary, the Administrator proposes to establish national bridge inspection standards which, as described below, will be based largely upon the inspection guides and procedures contained in the AASHO Manual.

PROPOSED NATIONAL BRIDGE INSPECTION STANDARDS

The standards apply to all bridge structures which have a clear span length measured along the centerline of the highway of more than 20 feet and are located on any of the Federal-aid highway systems.

1. *Inspection procedures.* Each highway department shall include a bridge inspection organization capable of performing inspections, and preparing reports and determination of ratings in accordance with the provisions of the AASHO Manual, and the standards contained herein.

Bridge inspectors shall meet the minimum qualifications stated in section 3 of the standards.

Each structure required to be inspected under the standards shall be rated as to its safe load carrying capacity in accordance with section 4 of the AASHO Manual. If it is determined under this rating procedure that the operating rating of the bridge is less than the maximum legal load under State law, the bridge must be posted in conformity with the AASHO Manual or in accordance with State law.

Inspection records and bridge inventories shall be prepared and maintained in accordance with the standards.

2. *Frequency of inspections.* Each bridge is to be inspected at regular intervals not to exceed 2 years in accordance with section 2.3 of the AASHO Manual.

3. *Qualifications of personnel.* a. The individual in charge of the organizational unit that has been delegated the responsibilities for bridge inspection, reporting, and inventory shall possess the following minimum qualifications:

(1) Be a registered professional engineer, or

(2) Be qualified for registration as a professional engineer under the laws of the State, or

(3) Have a minimum of 10 years experience in bridge inspection assignments in a responsible capacity.

b. An individual in charge of a bridge inspection team shall comply with the following qualifications:

(1) Have the qualifications specified in subparagraph a of this paragraph, or

(2) Have a minimum of 5 years experience of bridge inspection assignments in a responsible capacity, or

(3) Have completed a comprehensive training course based on the "Bridge Inspector's Training Manual," which has been developed by a joint Federal-State Task Force.

4. *Inspection report.* The findings and results of bridge inspections shall be recorded on standard forms. The data required to complete the form, and the

functions which must be performed to compile the data are contained in section 3 of the AASHO Manual.

5. *Inventory.* Each State shall prepare and maintain an inventory of all bridge structures subject to the standards. If a State wishes to expand the inventory to include structures not subject to the standards, the bridges which are subject to the standards shall be separately identifiable in the records.

The inventory shall be completed by July 1, 1972. The inventory records shall be kept by the State and be readily available for any necessary analysis. Newly completed structures or any modification of existing structures which would alter previously-recorded data on the inventory forms shall be entered in the State's records within 90 days.

Under the standards, a Structure Inventory and Appraisal Sheet must be completed for each bridge. The contents of the required inventory include, but are not limited to, the data shown on Plate 14(1) of the AASHO Manual when applicable. Annual reporting procedures will be developed by the FHWA in consultation with the State highway departments.

Because the AASHO Manual is lengthy and unsuitable for publication in the FEDERAL REGISTER, it is not reproduced here. However, a copy of the AASHO Manual is available for public examination during normal business hours at the office of each Division Engineer of the Federal Highway Administration, at the office of each Regional Federal Highway Administrator, and at the Washington headquarters of the Federal Highway Administration. The addresses of these document inspection facilities are set forth in Appendix D to Part 7 of the regulations of the Office of the Secretary (49 CFR Part 7). In addition, a copy of the AASHO Manual may be secured upon payment in advance of a fee of \$0.75 by writing to the American Association of State Highway Officials, 341 National Press Building, Washington, D.C. 20005.

Interested persons are invited to submit written data, views, or arguments about the proposed national bridge inspection standards. Comments should be submitted to the Bridge Division, Office of Engineering, Federal Highway Administration, 400 Seventh Street SW., Washington, D.C. 20591. All comments received before the close of business on November 30, 1970, will be considered by the Administrator. All comments will be available for examination at the above address both before and after the closing date for their submission.

This notice of request for comments is issued under the authority of section 26 of the Federal-Aid Highway Act of 1968 (23 U.S.C. 116(d)) and the delegation of authority in § 1.48(b) of the regulations of the Office of the Secretary (35 F.R. 4959 (1970)).

Issued on September 14, 1970.

F. C. TURNER,
Federal Highway Administrator.

[F.R. Doc. 70-12735; Filed, Sept. 23, 1970;
8:48 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 40-6622]

UTAH CONSTRUCTION AND MINING CO.

Notice of Availability of Applicant's Environmental Report and Request for Comments From State and Local Agencies

Pursuant to the National Environmental Policy Act of 1969 and the Atomic Energy Commission's regulations, notice is hereby given that a document entitled "Applicant's Environmental Report, Operating License Stage—Utah Construction and Mining Co., Shirley Basin Uranium Mill" and submitted by the Utah Construction and Mining Co. is being placed in the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. 20545. This document involves the application by Utah Construction and Mining Co. for an AEC license to operate a uranium mill to be located in Shirley Basin, Wyo.

The Commission requests, within 60 days of publication of this notice in the FEDERAL REGISTER, comments on the proposed action and on the Applicant's Environmental Report from State and local agencies of any affected State (with respect to matters within their jurisdiction) which are authorized to develop and enforce environmental standards. If any such State or local agency fails to provide the Commission with comments within 60 days of publication of this notice in the FEDERAL REGISTER, it will be presumed that the agency has no comments to make. Copies of the Applicant's Environmental Report and the comments thereon of Federal agencies whose comments have been requested by the Commission will be supplied to such State and local agencies upon request addressed to the Director, Division of Materials Licensing, U.S. Atomic Energy Commission, Washington, D.C. 20545.

Dated at Bethesda, Md., this 11th day of September 1970.

For the Atomic Energy Commission.

LYALL JOHNSON,
Acting Director,
Division of Materials Licensing.

[F.R. Doc. 70-12694; Filed, Sept. 23, 1970;
8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 22552]

BRITANNIA AIRWAYS, LTD.

Notice of Prehearing Conference and Hearing

Notice is hereby given that a prehearing conference on the above-entitled application is assigned to be held on October 2, 1970, at 10 a.m., e.d.s.t., in Room 805, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before Examiner William H. Dapper.

Notice is also given that the hearing may be held immediately following the conclusion of the prehearing conference unless on or before October 1, 1970, a person objects or shows reason for further postponement.

Dated at Washington, D.C., September 18, 1970.

[SEAL] THOMAS L. WRENN,
Chief Examiner.

[F.R. Doc. 70-12738; Filed, Sept. 23, 1970;
8:49 a.m.]

[Docket No. 22340]

CONTINENTAL AIR LINES, INC.

Notice of Postponement of Prehearing Conference Regarding Container Rates for B-747 Aircraft

Notice is hereby given that the prehearing conference in the above-entitled matter has been postponed to October 8, 1970, at 10 a.m., e.d.s.t., in Room 805, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before the undersigned examiner. This is at the request of the Bureau of Economics.

Bureau Counsel and other parties should file information and evidence requests with the examiner and each other on or before October 1, 1970.

Dated at Washington, D.C., September 18, 1970.

[SEAL] LOUIS W. SORNSON,
Hearing Examiner.

[F.R. Doc. 70-12739; Filed, Sept. 23, 1970;
8:49 a.m.]

[Docket No. 22385]

THOS. COOK & SON, INC.

Notice of Hearing

Thos. Cook & Son, Ltd. (Great Britain) doing business as Thos. Cook & Son, Inc. (U.S.).

Notice is hereby given pursuant to the Federal Aviation Act of 1958, as amended, that a hearing in the above-entitled proceeding is assigned to be held on October 15, 1970, at 10 a.m., e.d.s.t., in Room 805, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before the undersigned examiner.

Dated at Washington, D.C., September 18, 1970.

[SEAL] LOUIS W. SORNSON,
Hearing Examiner.

[F.R. Doc. 70-12740; Filed, Sept. 23, 1970;
8:49 a.m.]

[Docket No. 22529; Order 70-9-89]

NICHOLSON AIR SERVICE, INC.

Order To Show Cause Regarding Establishment of Service Mail Rate

Issued under delegated authority September 16, 1970.

The Postmaster General filed a notice of intent August 31, 1970, pursuant to 14 CFR Part 298, petitioning the Board to

establish for the above-captioned air taxi operator, a final service mail rate of 65 cents per great circle aircraft mile for the transportation of mail by aircraft between Cumberland and Baltimore, Md., via Martinsburg, W. Va., based on five round trips per week.

No protest or objection was filed against the proposed services during the time for filing such objections. The Postmaster General states that the Department and the carrier agree that the above rate is a fair and reasonable rate of compensation for the proposed services. The Postmaster General believes these services will meet postal needs in the market. He states the air taxi plans to initiate mail service with Piper Navajo aircraft.

It is in the public interest to fix, determine, and establish the fair and reasonable rate of compensation to be paid by the Postmaster General for the proposed transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith, between the aforesaid points. Upon consideration of the notice of intent and other matters officially noticed, it is proposed to issue an order¹ to include the following findings and conclusions:

The fair and reasonable final service mail rate to be paid to Nicholson Air Service, Inc., in its entirety by the Postmaster General pursuant to section 406 of the Act for the transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith, shall be 65 cents per great circle aircraft mile between Cumberland and Baltimore, Md., via Martinsburg, W. Va., based on five round trips per week.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 204(a) and 406 thereof, and regulations promulgated in 14 CFR Part 302, 14 CFR Part 298, and 14 CFR Part 385.16(f):

It is ordered, That:

1. Nicholson Air Service, Inc., the Postmaster General, Allegheny Airlines, Inc., and all other interested persons are directed to show cause why the Board should not adopt the foregoing proposed findings and conclusions and fix, determine, and publish the final rate specified above for the transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith as specified above as the fair and reasonable rate of compensation to be paid to Nicholson Air Service, Inc.;

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

¹This order to show cause is not a final action and is not regarded as subject to the review provisions of 14 CFR Part 385. These provisions will be applicable to final action taken by the staff under authority delegated in § 385.16(g).

3. If notice of objection is not filed within 10 days after service of this order, or if notice is filed and answer is not filed within 30 days after service of this order, all persons shall be deemed to have waived the right to a hearing and all other procedural steps short of a final decision by the Board, and the Board may enter an order incorporating the findings and conclusions proposed herein and fix and determine the final rate specified herein;

4. If answer is filed presenting issues for hearing, the issues involved in determining the fair and reasonable final rate 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); and

5. This order shall be served upon Nicholson Air Service, Inc., the Postmaster General, and Allegheny Airlines, Inc.

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

[SEAL]

HARRY J. ZINK,
Secretary.

[F.R. Doc. 70-12741; Filed, Sept. 23, 1970;
8:49 a.m.]

[Docket No. 22387, etc.; Order 70-9-98]

**RAILWAY EXPRESS AGENCY, INC.,
ET AL.**

**Order Regarding Revisions in Air
Express Rates and Charges**

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 18th day of September 1970.

By tariff filing on August 24, marked to become effective September 25, 1970, Railway Express Agency, Inc. (REA), and air carriers participating in the tariffs with REA propose certain rate revisions in the air express rate structure. The revisions are proposed to provide interim revenues to REA pending investigation in Docket 22387 of an earlier filing intended for July 27, 1970, effectiveness embodying a revised air express rate structure which the Board had previously suspended by Order 70-7-109, dated July 23, 1970. Reconsideration of that order of suspension was subsequently denied in Order 70-8-48 dated August 13, 1970.

The proposed rates would involve both increases and decreases from the current rates. The increases would generally apply to smaller shipments and shipments involving shorter hauls. The decreases would apply to larger shipments and shipments involving longer hauls. More specifically, under the interim proposal:

(1) The lowest charge, as in the suspended tariff, would increase from \$8 to \$8.50 per shipment and, as to 5-pound shipments, this charge applies at all distances in each tariff. However, there are significant differences as to the weight of shipments to which this increase applies. For example, under the suspended proposal, for a 250-mile haul, the minimum charge of \$8.50 would apply only to shipments of 5 pounds or

less with increasingly higher rates for shipments from 6 to 55 pounds. Under the current proposal, for a 250-mile haul the charge of \$8.50 would apply to shipments as large as 55 pounds. In markets involving a haul of 1,350 miles or more, the interim tariff is identical to the suspended proposal in that the \$8.50 would cover only shipments of 5 pounds or less.

(2) Increases above \$8.50 for relatively short-haul and small shipments would be as high as 30 percent above current levels. For hauls below 250 miles, the proposed rates are 30 percent above the current rates for shipments of 200 pounds or more. The suspended rates would have resulted in increases as high as 85 percent for hauls below 250 miles.

(3) Reductions are proposed for larger shipments and longer hauls as in the suspended filing, but the percentage of reduction would be less. From New York to Los Angeles, the charge for a 100-pound shipment is proposed to be lowered by 19 percent while the suspended rates would have affected a 23 percent reduction.

In support of its proposal, REA claims a serious and immediate need for financial relief. The company cites a loss from its entire operation, including air and surface, of nearly \$50 million for the 24 months ending June 30, 1970, and approximately \$2.6 million in July of 1970. As of June 28, 1970, REA reports an overall negative net worth of \$8.9 million. For the 26-week period ended June 28, 1970, the company asserts that it incurred a loss of \$2.2 million in its air operations and \$5.9 million in its surface operations amounting to a total loss of \$8.1 million.

REA projects revenues of \$114,800,000 from the interim proposal which it states will result in an annual profit to REA of 19.5 cents per shipment based upon the traffic of 9,687,000 shipments and expenses of \$112,911,000 for the fiscal year ending June 30, 1970.

Complaints requesting suspension pending investigation of the proposed tariffs have been filed by the Air Freight Forwarders Association (AFFA) and Muzak, a Division of Wrather Corp. (Muzak).

In its complaint AFFA alleges, inter alia, that the proposed rates undercut forwarder rates and hence would inject REA into the air freight market in violation of statutory and Board policy; that REA has failed to provide adequate justification as required by the Board's regulations; that revenues resulting from the proposed rates have been improperly assessed and no factual support was provided by REA for its claimed \$114.8 million revenue figure; that REA has failed to provide a return on investment analysis as required by Order 70-7-109; and that no reasonable explanation has been given as to why the 50-cent per shipment increase on existing traffic, proposed by the AFFA, is inadequate for the purpose of meeting alleged revenue needs.

Muzak's complaint asserts that REA has not presented sufficient justification as was the case in its previous proposal.

A reply to the forwarder's complaint was filed by the National Small Shipments Traffic Conference, Drug and Toilet Preparation Traffic Conference, Eastern Industrial Traffic League and the National Retail Merchants Association opposing suspension of the proposal and citing a need for air express service.

The investigation instituted in Docket 22387 of the prior tariff proposals embodied a general investigation of the air express rate level and structure and the divisions of the proposed rates and charges as between the air carriers and REA. While both the increases and decreases from current rates contained in the interim proposal are more moderate than those which would be effected by the suspended proposal, the Board finds that there is sufficient question as to their lawfulness as to require investigation thereof. Accordingly, upon consideration of the complaints and all other relevant factors, the Board finds that the revised rates proposed by REA may be unjust, unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, and should be investigated. This investigation will be included in the investigation in Docket 22387.

Turning now to the basic issue presented by the interim filing, the complaints and the answers thereto, the Board finds that the requests for suspension should be denied, and the tariff permitted to become effective pending investigation.

The Board is persuaded that a sufficient need for immediate additional revenues has been presented. As indicated above, REA's exhibits present a picture of losses from air express operations by a corporation in an unfavorable financial position. A profit of 19.5 cents per shipment is estimated under the proposed tariff based upon the current level of traffic at the proposed interim rates. Under this approach and the new division of revenues which will apply to this tariff, all of the additional revenues would go to REA. The Board has previously found that a reasonable return element would provide REA with a profit of 20 cents per shipment.¹ While REA's exhibits are necessarily dependent upon judgment allocations, and assumptions as to the impact of rates upon the movement of traffic, and the 20-cents-a-shipment return element previously found reasonable will be an issue in the investigation initiated in Docket 22387, the Board concludes that interim increase is essential to the viability of REA air express service.²

As described above REA is seeking additional revenues by revisions to its rate structure as distinguished from a flat percentage or dollar amount. The statutory rate making scheme contemplates that rates are carrier initiated, and there is nothing per se unlawful in REA pursuing this approach. There is therefore no merit to the AFFA complaint that its suggestion that additional revenues be obtained by a flat 50 cents per shipment in lieu of structure revisions has been disregarded.

As indicated above, the impact on shippers would be more moderate than in the suspended proposal. Muzak, the only shipper complainant, in its protest against REA's suspended proposal stated that its basic charge would have risen from \$8 to \$13.36, an increase of 67 percent. Under REA's current proposal, the foregoing shipment would be subject to a charge of \$8.50, involving an increase of 6 percent. While increases for larger shipments at a shorter haul will be of a greater percentage, ranging as much as 30 percent, the interim proposal appears to gear rates closer to costs than those currently in effect, and the impact upon shippers will be significantly less than under the suspended proposal. As shown above, several shipper organizations, in reply to the AFFA complaint, have requested that the proposals not be suspended, although they ask that an investigation be instituted.³

Having considered the complaints, and all relevant matters, the Board cannot find that suspension of the interim proposal is warranted for protection to shippers pending the investigation.

Neither does it appear that suspension is warranted to protect the forwarders. In this regard the modified interim tariff establishes rates that are generally above the rates of the lower-priced forwarders at higher weights and longer distances, although lower than those of higher-priced forwarders. Air express rates at shorter distances were previously below those of the forwarders, and in many cases the interim increases will lessen the amount by which REA undercuts the forwarder. While the decreases proposed will now make air express rates competitive with certain forwarder rates for larger shipments, this we find is no basis per se for suspension of this interim proposal.

The forwarders also raise a question as to the airlines' share of total express

revenues as compared with the charges paid by forwarders to the airlines. The heart of the suspension issue is the apparent lawfulness of the level of rates which would be charged the public pending investigation, and in the circumstances here present the Board finds that AFFA has not presented facts or data which would warrant suspension by reason of the divisions issue, or other matters presented by the forwarders.

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

It is ordered, That:

1. An investigation is instituted to determine whether the rates, charges and provisions described in Appendix A⁴ hereto, including subsequent revisions or reissues thereof, are, or will be, unjust or unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, and if found to be unlawful to determine and prescribe the lawful rates, charges and provisions;

2. The foregoing investigation be consolidated into the investigation instituted in Docket No. 22387;

3. The scope of the investigation instituted by ordering paragraph 1 above shall include the issue as to whether the divisions of the rates and charges described in Appendix A are or will be unjust, unreasonable, inequitable, or unduly preferential or prejudicial as between the Railway Express Agency, Inc., and the air carriers and foreign air carriers parties thereto, and if so, to prescribe the just, reasonable, and equitable divisions thereof to be received by the several air carriers;

4. The complaints of the Air Freight Forwarders Association, in Docket No. 22544, and Muzak, Division of Wrather Corp., in Docket No. 22545, are dismissed except to the extent granted herein;

5. The motion of the Air Freight Forwarders Association for leave to file an otherwise unauthorized document be granted; and

6. A copy of this order shall be served upon the carriers listed in Appendix B,⁵ Air Freight Forwarders Association, Muzak, Division of Wrather Corp., National Small Shipments Traffic Conference, Drug and Toilet Preparation Traffic Conference, Eastern Industrial Traffic League, and the National Retail Merchants Association, which are hereby made parties to this proceeding.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL]

HARRY J. ZINK,
Secretary.

[F.R. Doc. 70-12742; Filed, Sept. 23, 1970; 8:49 a.m.]

⁴ Filed as part of the original document.

⁵ Concurring statement of Member Minetti filed as part of the original document.

³ The Board will grant AFFA's motion to respond to the reply of the National Small Shippers Traffic Conference et al, and has considered its response. As contended by AFFA the reply raises questions of adequacy of service which may not be in issue herein. However, the reply also alleges the forwarder's position as to air express rates is one, which, if adopted, would operate to stifle competition by excluding air express from an opportunity to effectively compete for long-haul higher-weighted shipments. This, we believe, is a relevant consideration in determining the suspension issue.

¹ Order E-26405, dated Feb. 26, 1968.

² REA has filed an application that the Board permit the proposal to become effective as early as possible, on 1 day's notice. In view of the complaints, the comprehensiveness of the rates changes involved, and the need of providing shippers advance notice of the Board's action, REA's application will be denied.

FEDERAL POWER COMMISSION

[Docket No. CP69-163]

EL PASO NATURAL GAS CO.

Notice of Petition To Amend

SEPTEMBER 17, 1970.

Take notice that on September 14, 1970, El Paso Natural Gas Co. (El Paso) Box 1492, El Paso, Tex. 79999 filed in Docket No. CP69-163 a petition to amend the order of the Commission issued in Docket No. CP69-163, on January 29, 1967, 41 FPC 98, as amended July 14, 1969, 42 FPC 62, to conform the authorized facilities with the facilities actually installed, all as more fully set forth in the petition to amend which is on file with the Commission and open to public inspection.

El Paso was authorized by the aforementioned order, inter alia, to construct, operate, and abandon certain facilities on its Southern Division mainline system, constituting a realignment of facilities utilized in serving El Paso's customer requirements in the El Paso, Tex., area. El Paso now requests appropriate further amendment of the Commission's said order to conform the facilities authorized herein to the facilities actually constructed.

Specifically, El Paso was authorized to construct a segment of 30-inch pipeline completing the loop of the California mainline system which had been previously authorized to be partially looped in El Paso's application in Docket No. CP67-217. The proposed amendment would authorize a change in the location of this segment of pipeline which, El Paso states, has resulted in a savings of 3.3 miles of pipeline. El Paso also requests that the authorization issued in the instant proceeding be further amended to delete the piping and compressor modifications authorized at El Paso's Conduas Compressor Station, no longer deemed necessary. El Paso further requests authorization to construct a 820-foot pipeline to connect existing pipelines, which request was inadvertently left out of the original application in the proceeding.

El Paso states that these amendments result in a cost savings of approximately \$852,000.

Any person desiring to be heard or to make any protest with reference to said petition to amend should on or before October 12, 1970, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a

petition to intervene in accordance with the Commission's rules.

GORDON M. GRANT,
Secretary.

[F.R. Doc. 70-12762; Filed, Sept. 23, 1970; 8:51 a.m.]

[Docket No. RP71-10]

TRANSCONTINENTAL GAS PIPE LINE CORP.

Notice of Proposed Changes in Rates and Charges

SEPTEMBER 17, 1970.

Take notice that on September 10, 1970, Transcontinental Gas Pipe Line Corp. (Transco) tendered for filing proposed changes in its FPC Gas Tariff, Original Volume No. 1, to become effective November 1, 1970.¹ The proposed rate changes would increase charges for jurisdictional sales and services by approximately \$1,100,000 annually.

Transco states that the revised tariff sheets relate solely to Transco's Rate Schedule S-2 for underground storage service by means of a purchase by Transco from Texas Eastern Transmission Corp. (Texas Eastern) of an identical storage service under the latter's Rate Schedule X-28. Texas Eastern on April 16, 1970, filed with the Commission in Docket No. RP70-29 increases in its rates, including its Rate Schedule X-28. The Commission by its order issued May 28, 1970, suspended Texas Eastern's rate increase until November 1, 1970. Transco requests that the proposed rate changes become effective, without suspension, on November 1, 1970, the same day as Texas Eastern's rate increase is to be made effective.

Copies of the filing were served on Transco's customers and interested state commissions.

Any person desiring to be heard or to make any protest with reference to said application should on or before October 8, 1970, file with the Federal Power Commission, Washington, D.C. 20426, petitions to intervene or protests in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make protestants parties to the proceeding. Persons wishing to become parties to a proceeding or to participate as a party in any hearing therein must file petitions to intervene in accordance with the Commission's rules. The application is on file with the Commission and available for public inspection.

GORDON M. GRANT,
Secretary.

[F.R. Doc. 70-12763; Filed, Sept. 23, 1970; 8:51 a.m.]

¹ Twenty-third Revised Sheet No. 28-P, Eighth Revised Sheet No. 28-Q and 17th Revised Sheet No. 28-R.

FEDERAL COMMUNICATIONS COMMISSION

[Report 510]

COMMON CARRIER SERVICES INFORMATION¹

Domestic Public Radio Services Applications Accepted for Filing²

SEPTEMBER 21, 1970

Pursuant to §§ 1.227(b) (3) and 21.30 (b) of the Commission's rules, an application, in order to be considered with any domestic public radio services application appearing on the list below, must be substantially complete and tendered for filing by whichever date is earlier: (a) The close of business 1 business day preceding the day on which the Commission takes action on the previously filed application; or (b) within 60 days after the date of the public notice listing the first prior filed application (with which subsequent applications are in conflict) as having been accepted for filing. An application which is subsequently amended by a major change will be considered to be a newly filed application. It is to be noted that the cutoff dates are set forth in the alternative—applications will be entitled to consideration with those listed below if filed by the end of the 60-day period, only if the Commission has not acted upon the application by that time pursuant to the first alternative earlier date. The mutual exclusivity rights of a new application are governed by the earliest action with respect to any one of the earlier filed conflicting applications.

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

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

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

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

APPLICATIONS ACCEPTED FOR FILING

DOMESTIC PUBLIC LAND MOBILE RADIO SERVICE

File No., applicant, call sign and nature of application

- 980-C2-P-71—Kidd's Communications, Inc. (KMA257), C.P. to reorient repeater antenna at location No. 6: LaCima, Kettleman Hills, 3.5 miles east of Avenal, Calif., and relocate the control facilities operating on frequency 72.64 MHz from location No. 2 to location No. 7: 1638 Lexington Avenue, Delano, Calif.
- 1357-C2-P-71—R. O. Deaderick Co. (KCI308), C.P. to replace the base transmitter operating on frequency 152.21 MHz at location No. 3: WBIR TV Tower, Knoxville, Tenn., and change the antenna system for same.
- 1358-C2-P-71—Joliet Telephone Answering Service, Inc. (KSD313), C.P. to replace base transmitter operating on frequency 152.06 MHz located at Route 66-A, 0.5 mile southwest of Joliet, Ill.
- 1359-C2-P-71—Tel-Page, Inc. (KMB306), C.P. to change the antenna system for 1-way facilities operating on 35.58 MHz located at 5170 Grizzly Peak Boulevard, Oakland, Calif.
- 1383-C2-P-71—Fred A. Roscoe, Jr. (New), C.P. for a new 2-way station to be located near U.S. Highway No. 287 and the City Limits, Dumas, Tex., to operate on frequency 152.18 MHz.
- 1384-C2-P-71—ROC of Virginia, Inc. (KLF629), C.P. to replace base transmitter; change the antenna system and relocate facilities operating on 152.24 MHz to 1601 Crump Street, Richmond, Va.
- 1385-C2-P-71—Minnesota Mobile Telephone Co. (KRS637), C.P. to add frequencies 454.025 and 454.075 MHz. Station location: River Towers Apartments, 1 Gateway Center, Minneapolis, Minn.
- 1412-C2-P-71—Salinas Valley Radio Telephone Co. (KMA837), C.P. to add frequencies 454.050 and 454.125 MHz at location No. 1: Mount Toro, 10.3 miles south-southeast of Salinas, Calif.
- 1413-C2-P-71—Cleveland Mobile Telephone, Inc. (KQA646), C.P. to add frequencies 454.050, 454.075, and 454.125 MHz. Station location: 4501 Pleasant Valley Road, Parma, Ohio.
- 1414-C2-P-71—Empire Communications Co. (KOP306), C.P. to replace the control transmitter operating on 454.05 MHz and relocate facilities at location No. 2, to 1179 South 11th Street, Coos Bay, Ore.
- 1415-C2-P-71—Akron Mobile Telephone, Inc. (New), C.P. for a new 2-way station to be located at 3885 Center Ridge Road, North Ridgeville, Ohio, to operate on frequency 454.225 MHz.
- 1416-C2-P-71—RAM Broadcasting of Texas, Inc. (New), C.P. for a new 2-way station to be located on U.S. Route 75, 0.5 mile south of Corsicana, Tex., to operate on frequency 152.09 MHz.
- 1417-C2-AL-71—Michigan Radio Dispatch Service—Consent to assignment of license from Michigan Radio Dispatch Service, Assignor, to: RAM Broadcasting of Michigan, Inc., Assignee, Station, KQC573, Detroit, Mich.
- 1422-C2-P-71—Commercial Communication Co. (New), C.P. for a new 2-way station to be located at 4631 State Road 9 North, Anderson, Ind., to operate on frequency 152.12 MHz.
- 1423-C2-P-71—Alco Telephone Answer-Ring Service of Greenville, Mississippi, Inc. (KFL932), C.P. to add frequency 152.06 MHz; change the antenna system operating on frequencies 152.03 and 152.15 MHz and relocate facilities to 2.6 miles south of Greenville, Miss.
- 1469-C2-AL-71—Mobile Dispatch Service, Consent to assignment of license from Harold R. Johnson, doing business as Mobile Dispatch Service, Assignor, to: Peck's Telephone Service, Inc., doing business as Mobile Dispatch Service, Assignee. Stations: KOA734, Seattle, Wash.; KQZ705, Seattle, Wash. (1-way).
- 1504-C2-P-71—South Central Bell Telephone Co. (KLB711), C.P. to replace the transmitter operating on 152.51 MHz; change the antenna system and relocate facilities to the corner of Ninth and Willard Streets, Morgan City, La.
- 1505-C2-TC-71—Contoocook Valley Telephone, Inc. Consent to transfer of control from William E. Dubben, Transferor, to Continental Telephone Corp., Transferee. Station: KC1301, Hillsboro, N.H.
- 1515-C2-TC-71—Summit Mobile Radio Co. Consent to transfer of control from John A. Morgan, Transferor, to George E. Hayes and Peter J. Ogren, Transferees. Station: KCI304, Streaked Mountain, Maine.

DOMESTIC PUBLIC LAND MOBILE RADIO SERVICE—Continued

1518-C2-P-71—Orange County Radio (KMB304), C.P. to add control facilities to operate on 2125 MHz at location No. 1: 702 West Fifth Street, Santa Ana, Calif., and add repeater facilities to operate on 2175 MHz at location No. 3: 3.5 miles east of Newport Beach, Signal Peak, Calif.

RURAL RADIO SERVICE

1386-C1-P-71—Cameron Telephone Co. (New), C.P. for a new rural subscriber fixed station to be located at the Gulf of Mexico, West Cameron Block 180, approximately 31 miles southeast of Cameron, La., to operate on frequency 157.95 MHz. Subscriber: Tennessee Oil Co., communicating with Station KKO357, Cameron, La.

1470-C1-P-71—The Mountain States Telephone & Telegraph Co. (New), C.P. and license for a new rural subscriber station to be located at 31.4 miles south-southeast of Gillette, Wyo., to operate on frequency 157.80 MHz. Subscriber: Inexco Oil Co., communicating with Station KOH274, Gillette, Wyo.

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

- 1424-C1-P-71—The Pacific Telephone & Telegraph Co. (KMA29), C.P. to add frequencies 6226.9, 6256.5, and 6404.8 MHz toward Mount Oso, Calif., and 6286.2, 6404.8, 11,325, and 11,645 MHz toward Walpert Ridge, Calif. Station location: Mount Diablo, 3.6 miles north-east of Diablo, Calif.
- 1425-C1-P-71—The Pacific Telephone & Telegraph Co. (KMA30), C.P. to add frequencies 6004.5, 6093.5, 6152.8 MHz toward Mount Diablo and 5974.8, 6004.5, and 6152.8 MHz toward Gustine, Calif. Location: Mount Oso, 10 miles west-southwest of Westley, Calif.
- 1426-C1-P-71—The Pacific Telephone & Telegraph Co. (KMA31), C.P. to add frequencies 6004.5 and 6093.5 MHz toward Gustine, Calif., and 4190.0, 5974.8, and 6004.5 MHz toward Joaquin Ridge, Calif. Location: Panoche Mountain, 10 miles north-northeast of Panoche, Joaquin, Calif.
- 1427-C1-P-71—The Pacific Telephone & Telegraph Co. (KMA32), C.P. to add frequencies 6256.5, 6345.5, and 4198.0 MHz toward Panoche Mountain, Calif., and 6226.9 and 6375.2 MHz toward Pyramid Hills, Calif., and 4198.0 MHz toward Fresno, Calif. Location: Joaquin Ridge, 11 miles north of Coalinga, Calif.
- 1428-C1-P-71—The Pacific Telephone & Telegraph Co. (KMA33), C.P. to add frequencies 6315.9 and 6345.5 MHz toward Pyramid Hills, Calif., and 6226.9 and 6375.2 MHz toward Buena Vista, Calif., and 4198 MHz toward Bakersfield, Calif.
- 1429-C1-P-71—The Pacific Telephone & Telegraph Co. (KMA34), C.P. to add frequencies 6063.8 and 6093.5 MHz toward Joaquin Ridge, Calif., and 5974.8 and 6123.1 MHz toward Temblor Range, Calif. Location: Pyramid Hills, 14 miles southeast of Avenal, Calif.
- 1430-C1-P-71—The Pacific Telephone & Telegraph Co. (KMA36), C.P. to add frequencies 6315.9 and 6345.5 MHz toward Buena Vista, Calif., and 6226.9 and 6375.2 MHz toward Whitaker Peak Lookout, Calif. Location: Tehachapi Mountain, 6 miles east-northeast of Lebec, Calif.
- 1431-C1-P-71—The Pacific Telephone & Telegraph Co. (KMA37), C.P. to add frequencies 6315.9 and 6345.5 MHz toward Whitaker Peak Lookout, Calif. Location: Oat Mountain, 5.5 miles southwest of Newhall, Calif.
- 1432-C1-P-71—The Pacific Telephone & Telegraph Co. (KMA38), C.P. to add frequencies 3770 and 3850 MHz toward Topanga Ridge, Calif. Location: 434 South Grand Avenue, Los Angeles, Calif.
- 1433-C1-P-71—The Pacific Telephone & Telegraph Co. (KML54), C.P. to add frequency 4190.0 MHz toward Joaquin Ridge, Calif. Location: 1455 Van Ness Avenue, Fresno, Calif.
- 1434-C1-P-71—The Pacific Telephone & Telegraph Co. (KML61), C.P. to add frequency 4190.0 MHz toward Temblor Range, Calif. Location: 1520 20th Street, Bakersfield, Calif.
- 1435-C1-P-71—The Pacific Telephone & Telegraph Co. (KMN91), C.P. to add frequencies 11,245 and 11,485 MHz toward Walpert Ridge, Calif. Location: 95 Almaden Avenue, San Jose, Calif.
- 1436-C1-P-71—The Pacific Telephone & Telegraph Co. (KMQ36), C.P. to add frequencies 6256.5 and 6375.2 MHz toward Walpert Ridge, Calif. Location: 1887 Franklin Street, Oakland, Calif.
- 1437-C1-P-71—The Pacific Telephone & Telegraph Co. (KMX55), C.P. to add frequencies 3770 and 3850 MHz toward Topanga Ridge, Calif. Location: Hall Canyon Hill, 1.5 miles northeast of Ventura, Calif.

POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIER)—continued

- 1438-C1-P-71—The Pacific Telephone & Telegraph Co. (KNM63), C.P. to add frequencies 6063.8 and 6093.5 MHz toward Temblor Range, Calif., and 5974.8 and 6123.1 MHz toward Tehachapi Mountain, Calif. Location: Buena Vista, 9 miles east of Maricopa, Calif.
- 1439-C1-P-71—The Pacific Telephone & Telegraph Co. (KNM64), C.P. to add frequencies 6063.8 and 6093.5 MHz toward Tehachapi Mountain, Calif., and 5974.8 and 6123.1 MHz toward Oat Mountain, Calif. Location: Whitaker Peak Lookout, 9 miles northwest of Castale.
- 1440-C1-P-71—The Pacific Telephone & Telegraph Co. (KNM65), C.P. to add frequencies 6256.5 and 6345.5 MHz toward Mount Oso, Calif., and 6226.9 and 6256.5 MHz toward Panoche Mountain, Calif. Location: 5.2 miles south-southwest of Gustine, Calif.
- 1441-C1-P-71—The Pacific Telephone & Telegraph Co. (KTG20), C.P. to add frequencies 10755 and 11115 MHz toward San Jose and 6004.5, 6123.1, 10715, and 11035 MHz toward Mount Diablo, and 6004.5 and 6123.1 MHz toward Oakland, Calif. Location: Walpert Ridge, Calif.
- 1442-C1-P-71—The Pacific Telephone & Telegraph Co. (New), C.P. for a new station to be located at Topanga Ridge, 2.3 miles west of Fernwood, Calif. Frequencies: 3730 and 3810 MHz toward Los Angeles and Hall Canyon, Calif.
- American Telephone & Telegraph Co. Thirty-three applications for C.P. permits to construct Type TD-2 and Type TD-3 radio relay channels, Dallas, Tex., Grapevine, Tex.; Grapevine-Roanoke, Tex.; Roanoke, Tex., Fort Worth, Tex.; Roanoke-Houston, Tex.; Pickens, Miss.
- 1471-C1-P-71—American Telephone & Telegraph Co. (KKH65), Add frequencies 3750, 3830, and 3910 MHz toward Grapevine, Tex. Location: Dallas, Tex., Bryan Street and Haskell Avenue.
- 1472-C1-P-71—American Telephone & Telegraph Co. (KKK92), Add frequencies 3710, 3790, and 3870 MHz toward Dallas and Roanoke, Tex. Location: 4.8 miles east-southeast of Grapevine, Tex.
- 1473-C1-P-71—American Telephone & Telegraph Co. (KYZ91), Add frequencies 3750, 3830, and 3910 MHz toward Grapevine, Tex., and 3990 and 4070 MHz toward Fort Worth, Tex., and 4070 MHz toward Kennedale, Tex. Location: 4.9 miles northwest of Roanoke, Tex.
- 1474-C1-P-71—American Telephone & Telegraph Co. (KYZ92), Add frequencies 4030 MHz toward Roanoke and Itasca, Tex. Location: 3 miles southeast of Kennedale, Tex.
- 1475-C1-P-71—American Telephone & Telegraph Co. (KZA33), Add frequency 4070 MHz toward Kennedale, and West, Tex. Location: 2.4 miles east of Itasca, Tex.
- 1476-C1-P-71—American Telephone & Telegraph Co. (KZA34), Add frequency 4030 MHz toward Itasca and Riesel, Tex. Location: 1 mile north of West, Tex.
- 1477-C1-P-71—American Telephone & Telegraph Co. (KZA35), Add frequency 4070 MHz toward West and Hammond, Tex. Location: 2.4 miles east-southeast of Riesel, Tex.
- 1478-C1-P-71—American Telephone & Telegraph Co. (KZA36), Add frequency 4030 MHz toward Riesel and Caldwell, Tex. Location: 0.5 mile west of Hammond, Tex.
- 1479-C1-P-71—American Telephone & Telegraph Co. (KZA37), Add frequency 4070 MHz toward Hammond and Independence, Tex. Location: 10 miles north of Caldwell, Tex.
- 1480-C1-P-71—American Telephone & Telegraph Co. (KZA38), Add frequency 4030 MHz toward Caldwell and Pattison, Tex. Location: 1.9 miles east of Independence, Tex.
- 1481-C1-P-71—American Telephone & Telegraph Co. (KZA39), Add frequency 4070 MHz toward Independence and Rosenberg, Tex. Location: 8.6 miles north of Pattison, Tex.
- 1482-C1-P-71—American Telephone & Telegraph Co. (KZA40), Add frequency 4030 MHz toward Pattison and Arcola, Tex. Location: 1.8 miles west of Rosenberg, Tex.
- 1483-C1-P-71—American Telephone & Telegraph Co. (KZA41), Add frequency 4070 MHz toward Rosenberg and Houston, Tex. Location: 2.1 miles northwest of Arcola, Tex.
- 1484-C1-P-71—American Telephone & Telegraph Co. (KKN23), Add frequency 4030 MHz toward Arcola and 3870 MHz toward Fairbanks, Tex. Location: 1407 Jefferson Street, Houston, Tex.
- 1485-C1-P-71—American Telephone & Telegraph Co. (KGF78), Add frequency 3910 MHz toward Houston and Spring, Tex. Location: 2.4 miles north of Fairbanks, Tex.
- 1486-C1-P-71—American Telephone & Telegraph Co. (KGF77), Add frequency 3870 MHz toward Fairbanks, Tex., and 3790 MHz toward Willis, Tex. Location: 2.2 miles southwest of Spring, Tex.
- 1487-C1-P-71—American Telephone & Telegraph Co. (KGF76), Add frequency 3830 MHz toward Spring and Camilla, Tex. Location: 3 miles east-northeast of Willis, Tex.

POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIER)—continued

- 1488-C1-P-71—American Telephone & Telegraph Co. (KGP75), Add frequency 3790 MHz toward Willis and Camden, Tex. Location: 0.8 mile northeast of Camilla, Tex.
- 1489-C1-P-71—American Telephone & Telegraph Co. (KGP74), Add frequency 3830 MHz toward Camilla and Rockland, Tex. Location: 1.5 miles west-southwest of Camden, Tex.
- 1490-C1-P-71—American Telephone & Telegraph Co. (KGP73), Add frequency 3790 MHz toward Camden and Mayflower, Tex. Location: 7.6 miles east-northeast of Rockland, Tex.
- 1491-C1-P-71—American Telephone & Telegraph Co. (KGP72), Add frequency 3830 MHz toward Rockland, and Hornbeck, La. Location: 6.8 miles west of Mayflower, Tex.
- 1492-C1-P-71—American Telephone & Telegraph Co. (KGP79), Add frequency 3790 MHz toward Mayflower, Tex., and Robeline, La. Location: 1.5 miles southwest of Hornbeck, La.
- 1493-C1-P-71—American Telephone & Telegraph Co. (KGP70), Add frequency 3830 MHz toward Hornbeck and Montgomery, La. Location: 3 miles southeast of Robeline, La.
- 1494-C1-P-71—American Telephone & Telegraph Co. (KGP69), Add frequency 3790 MHz toward Robeline and Winnfield, La. Location: 2.8 miles north-northeast of Montgomery, La.
- 1495-C1-P-71—American Telephone & Telegraph Co. (KGP68), Add frequency 3830 MHz toward Montgomery and Clarks, La. Location: 4.4 miles southeast of Winnfield, La.
- 1496-C1-P-71—American Telephone & Telegraph Co. (KGP67), Add frequency 3790 MHz toward Winnfield and Mangham, La. Location: 2.2 miles south-southwest of Clarks, La.
- 1497-C1-P-71—American Telephone & Telegraph Co. (KGP66), Add frequency 3830 MHz toward Clarks and Delhi, La. Location: 5.5 miles west of Mangham, La.
- 1498-C1-P-71—American Telephone & Telegraph Co. (KGP65), Add frequency 3790 MHz toward Mangham and Transylvania, La. Location: 2.3 miles east-southeast of Delhi, La.
- 1499-C1-P-71—American Telephone & Telegraph Co. (KGP64), Add frequency 3830 MHz toward Delhi, La., and Cary, Miss. Location: 1.9 miles west-northwest of Transylvania, La.
- 1500-C1-P-71—American Telephone & Telegraph Co. (KGP63), Add frequency 3790 MHz toward Transylvania, La., and Anguilla, Miss. Location: 2 miles south-southwest of Cary, Miss.
- 1501-C1-P-71—American Telephone & Telegraph Co. (KGP62), Add frequency 3830 MHz toward Cary and Eden, Miss. Location: 6.6 miles east of Anguilla, Miss.
- 1502-C1-P-71—American Telephone & Telegraph Co. (KGP61), Add frequency 3790 MHz toward Anguilla and Pickens, Miss. Location: 2.4 miles southwest of Eden, Miss.
- 1503-C1-P-71—American Telephone & Telegraph Co. (KLN22), Add frequency 3830 MHz toward Eden, Miss. Location: 7.6 miles west of Pickens, Miss.
- 1505-C1/C2-TC-(2)-71—Contocook Valley Telephone Co., Inc., Consent to transfer of control from: Contocook Valley Telephone Co. to: Continental Telephone Corp. Stations KOK64 Hillsboro, N.H.

POINT-TO-POINT MICROWAVE RADIO SERVICE (NONTTELEPHONE)

- 1395-C1-MI-71—American Television Relay, Inc. (KVH73), (KVE75), Modification of licenses to add one audio subchannel in order to supply the signal of radio station KKAT in Roswell, N. Mex., with a direct CBS radio network feed originating in El Paso, Tex.
- 1388-C1-P-71—United Video, Inc. (New), C.P. for a new station 1.5 miles east-southeast of Philadelphia, Mo., at latitude 39°49'51.6" N., longitude 91°42'46.2" W. Frequencies: 10,815 and 11,135 MHz on azimuth 301°26'.
- 1389-C1-P-71—United Video, Inc. (New), C.P. for a new station 2.9 miles northeast of Novelty, Mo., at latitude 40°02'51.3" N., longitude 92°10'32.9" W. Frequencies: 11,345 and 11,505 MHz on azimuth 298°07'.
- 1390-C1-P-71—United Video, Inc. (New), C.P. for a new station 1.6 miles southeast of Kirksville, Mo., at latitude 40°10'24" N., longitude 92°33'42" W. Frequencies: 10,815 and 11,135 MHz on azimuth 245°27'.
- 1391-C1-P-71—United Video, Inc. (New), C.P. for a new station 5.8 miles northeast of Purdin, Mo., at latitude 39°59'36.4" N., longitude 93°04'13.7" W. Frequencies: 11,345 and 11,505 MHz on azimuth 244°24'.
- 1392-C1-P-71—United Video, Inc. (New), C.P. for a new station 1.5 miles northwest of Chillicothe, Mo., at latitude 39°48'09" N., longitude 93°35'03" W. Frequencies: 10,815 and 11,135 MHz on azimuth 236°07'.

POINT-TO-POINT MICROWAVE RADIO SERVICE (NONTTELEPHONE)—continued

- 1393-C1-P-71—United Video, Inc. (New), C.P. for a new station 1 mile northwest of Polo, Mo., at latitude 39°33'31" N., longitude 94°03'05" W. Frequencies: 11,345 and 11,505 MHz on azimuth 239°25'.
- 1394-C1-P-71—United Video, Inc. (New), C.P. for a new station 4.75 miles southeast of Smithville, Mo., at latitude 39°19'46" N., longitude 94°32'54" W. Frequencies: 10815 and 11135 MHz on azimuth 203°56'. (Informative: Applicant proposes to provide the television signals of stations WGN-TV and WFLD-TV of Chicago, Ill., to Midway Cable TV in Kansas City, Kans.)
- 1410-C1-P-71—New York-Penn Microwave Corp. (KGP37), C.P. to change location of receiving site in Clearfield, Pa., to latitude 41°03'51" N., longitude 78°31'02" W. Frequency: 6330.7 MHz on azimuth 230°42'. Location: Chestnut Ridge, 10 miles north-northeast of Clearfield.
- 1421-C1-ML-71—American Television Relay, Inc. (KOS63), Modification of license to replace frequency 6189.2 MHz with frequency 6160.2 MHz on azimuth 84°09' toward Silver City, N. Mex. Location: 13.9 miles southwest of Safford, Ariz. at latitude 32°38'59" N., longitude 109°50'53" W. (Informative: Applicant proposes to provide the signal of station KAET a Phoenix educational station, to Antennavision of Silver City.)
- 1397-C1-P-71—Tele-Communications, Inc. (New), C.P. for a new station at 140 southwest Columbia Street, Portland, Oreg., at latitude 45°30'47" N., longitude 122°40'30" W. Frequency: 5989.7 MHz on azimuth 319°55'.
- 1398-C1-P-71—Tele-Communications, Inc. (New), C.P. for a new station at 1501 southwest Jefferson-Portland, Oreg., at latitude 45°31'04" N., longitude 122°41'17" W. Frequency: 6049.0 MHz on azimuth 320°34'.
- 1399-C1-P-71—Tele-Communications, Inc. (New), C.P. for a new station 6 miles west-northwest of Scappoose, Oreg., at latitude 45°46'54" N., longitude 122°59'55" W. Frequencies: 6241.7 and 6301.0 MHz on azimuths 12°24', 98°00'.
- 1400-C1-P-71—Tele-Communications, Inc. (New), C.P. for a new station 3 miles southeast of Castle Rock, Wash., at latitude 46°15'18" N., longitude 122°50'55" W. Frequencies: 5989.7 and 6049.0 MHz on azimuth 344°37'.
- 1401-C1-P-71—Tele-Communications, Inc. (KPR28), C.P. to make changes in station located 11.5 miles west-southwest of Olympia, Wash., at latitude 46°58'30" N., longitude 123°08'17" W. Frequencies: 6264.0, 6382.6, 6412.2, 10,855, 10,935, 11,095, and 11,175 MHz on azimuths 270°19', 155°23'. Frequencies: 6271.4 and 6301.0 MHz on azimuth 38°23'.
- 1402-C1-P-71—Tele-Communications, Inc. (New), C.P. for a new station at 621 West Galer Street, Seattle, Wash., at latitude 47°37'56" N., longitude 122°21'54" W. Frequency: 11,305 MHz on azimuth 126°48' and frequency 11,225 MHz on azimuth 140°20'.
- 1403-C1-P-71—Tele-Communications, Inc. (New), C.P. for a new station at Mount De-fiance, 10 miles southwest of Hood River, Oreg., at latitude 45°38'55" N., longitude 121°43'17" W. Frequencies: 5989.7 and 6049.0 MHz on azimuth 47°39'.
- 1404-C1-P-71—Tele-Communications, Inc. (New), C.P. for a new station at Satus Peak, 24 miles southwest of Yakima, Wash., at latitude 46°15'27" N., longitude 120°45'08" W. Frequencies: 6241.7 and 6301.0 MHz on azimuth 66°15'.
- 1405-C1-P-71—Tele-Communications, Inc. (New), C.P. for a new station on Rattlesnake Hill, 11 miles North of Sunnyside, Wash., at latitude 46°29'11" N., longitude 119°59'28" W. Frequencies: 5989.7 and 6019.3 MHz on azimuth 122°17', 6019.3 MHz on azimuth 283°38' and 5989.7 MHz on azimuth 290°37'.
- 1406-C1-P-71—Tele-Communications, Inc. (New), C.P. for a new station at Jump Off Joe Butte, 6 miles south of Kinnewick, Wash., at latitude 46°06'14" N., longitude 119°07'42" W. Frequencies: 6241.7 and 6301.0 MHz on azimuth 76°44'.
- 1407-C1-P-71—Tele-Communications, Inc. (New), C.P. for a new station 5 miles east of Dayton, Wash., at latitude 46°18'09" N., longitude 117°52'12" W. Frequencies: 5989.7 and 6049.0 MHz on azimuth 22°22'.
- 1408-C1-P-71—Tele-Communications, Inc. (New), C.P. for a new station 5 miles south of Rosalia, Wash., at latitude 47°09'41" N., longitude 117°21'04" W. Frequencies: 6241.7 and 6301.0 MHz on azimuth 02°00'.
- 1409-C1-P-71—Tele-Communications, Inc. (New), C.P. for a new station 1.5 miles south-east of Spokane, Wash., at latitude 47°36'03" N., longitude 117°19'42" W. Frequencies: 5989.7 MHz on azimuth 318°39' and 6049.0 MHz on azimuth 298°34'. (Informative: Applicant proposes to provide the television signals from KOIN-TV and KGW-TV (CBS and NBC Network) in Portland, Oreg., to KIRO-TV and KING-TV in Seattle, Wash.; KIMA-TV and KNDO-TV in Yakima, Wash., and KXLY-TV and KHQ-TV in Spokane, Wash., per request of its customers, the Columbia Broadcasting System and the National Broadcasting Company.)

Major Amendment

- 4574-C1-P-70—Southwest Texas Transmission Co. (KKY45), Change frequency to 6271.4 MHz and change transmitter to Collins, Type MW108D. Location: 3.5 miles northeast of Uvalde, Tex.
- 4575-C1-P-70—Southwest Texas Transmission Co. (KKY46), Change frequency to 6078.6 MHz and change transmitter to Collins, Type MW108D. Location: Las Moras, 3 miles northeast of Brackettville, Tex. (Informative: Applicant requests a waiver of section 21.701(1) with regard to use of the 6 GHz frequencies. All other particulars same as reported in Public Notice dated 2/16/70.)

[F.R. Doc. 70-12729; Filed, Sept. 23, 1970; 8:48 a.m.]

INTERSTATE COMMERCE
COMMISSION

[Notice 88]

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

SEPTEMBER 18, 1970.

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, contain a detailed statement of protestant's interest in the proceeding (including a copy of the specific portions of its authority which protestant believes to be in conflict with that sought in the application, and describing in detail the method—whether by joinder, interline, or other means—by which protestant would use such authority to provide all or part of the service proposed), and shall specify with particularity the facts, matters, and things relied upon, but shall not include issues or allegations phrased generally. Protests not in reasonable compliance with the requirements of the rules may be rejected. The original and one copy of the protest shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such requests shall meet the requirements of 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

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

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 200 (Sub-No. 241) (Correction), filed August 26, 1970, published in the *FEDERAL REGISTER* issue of September 11, 1970, and republished as corrected, this issue. Applicant: RISS INTERNATIONAL CORPORATION, 903 Grand Avenue, Kansas City, Mo. 64106. Applicant's representative: Rodger J. Walsh, Suite 1200, Temple Building, 903 Grand Avenue, Kansas City, Mo. 64106. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts* (except hides and commodities in bulk, in tank vehicles), from Rock Port, Mo., to points in Florida, Georgia, Alabama, Mississippi, North Carolina, and South Carolina. NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. The purpose of this republication is to include in the commodity exception. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo., or Omaha, Nebr.

No. MC 730 (Sub-No. 323), filed August 26, 1970. Applicant: PACIFIC INTRAMOUNTAIN EXPRESS CO., a corporation, 1417 Clay Street, Oklahoma, Calif. 94612. Applicant's representative: R. N. Cooledge (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, between points in California on the one hand, and, on the other, points in Alabama, Arkansas, Connecticut, Delaware, Illinois, Indiana, Iowa, Kansas, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Dakota, Vermont, Virginia, West 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 San Francisco or Los Angeles, Calif.

No. MC 1103 (Sub-No. 15), filed September 8, 1970. Applicant: EDWARD KOFMAN, IDA S. KOFMAN, EXECUTRIX; MAX H. KOFMAN; FRED A. KOFMAN GAINES; BENJAMIN KOFMAN; AND JOSEPH KOFMAN, a partnership, doing business as KOFMAN'S,

130 Dunlap Street, Bellefonte, Pa. 16823. Applicant's representative: John E. Fullerton, 407 North Front Street, Harrisburg, Pa. 17101. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Silver bars*, from Newark and Jersey City, N.J., and New York, N.Y., to Bellefonte, Pa.; and (2) *silver wire, silver anodes, and silver alloy wire*, from Bellefonte, Pa., to points in Connecticut, Delaware, District of Columbia, Indiana, Illinois, Maryland, Massachusetts, Michigan, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, 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 Washington, D.C., or Harrisburg, Pa.

No. MC 7832 (Sub-No. 11), filed August 28, 1970. Applicant: SUPER M FOODS DELIVERY, INC., 500 West Edgar Road, Linden, N.J. Applicant's representative: Bert Collins, 140 Cedar Street, New York, N.Y. 10006. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Such merchandise as is dealt in by wholesale, retail, chain grocery, department stores, and food business houses* (except commodities in bulk), and, in connection therewith, *equipment, materials, and supplies* used in the conduct of such business (except commodities in bulk, between points in New Jersey, Pennsylvania, Maryland, New York, New Jersey, Connecticut, Rhode Island, Massachusetts, New Hampshire, Delaware, Virginia, and Washington, D.C. Restriction: The proposed operation to be limited to a service under contract with Food Fair Stores, Inc., of Philadelphia, Pa. NOTE: Applicant states that no duplicating authority is sought. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 10761 (Sub-No. 247), filed August 31, 1970. Applicant: TRANSAMERICAN FREIGHT LINES, INC., 1700 North Waterman Avenue, Detroit, Mich. 48209. Applicant's representatives: L. G. Naidow (same address as above), and 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: *Frozen meat*, from the cold storage facilities utilized by Wilson-Sinclair at Lafayette, Ind., to points in Connecticut, Delaware, District of Columbia, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, and Rhode Island, restricted to the transportation of traffic originating at the above-specified cold storage facilities and destined to the above-specified destinations. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 14321 (Sub-No. 7), filed August 24, 1970. Applicant: ENGEL BROTHERS, INC., 901 Julia Street, Elizabeth, N.J. 07201. Applicant's representatives: Robert J. Gallagher, 1776 Broadway, New York, N.Y. 10019, and Paul F. Sullivan, Suite 704, Washington,

D.C. 20006. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Household goods* as defined by the Commission, between points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, West Virginia, Virginia, North Carolina, South Carolina, Tennessee, Georgia, Alabama, Florida, Mississippi, Kentucky, Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Iowa, Nebraska, Missouri, Kansas, Colorado, Arkansas, Oklahoma, Louisiana, Texas, New Mexico, Arizona, Nevada, California, and the District of Columbia. NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. Applicant further states that it is willing to cancel all of its present authority if this authority is granted. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 14702 (Sub-No. 31), filed September 8, 1970. Applicant: OHIO FAST FREIGHT, INC., Post Office Box 808, Warren, Ohio 44482. Applicant's representative: Paul F. Beery, 88 East Broad Street, Columbus, Ohio 43215. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Insulating material*; and (2) *equipment, materials, and supplies* used in the manufacture of insulating material, between Kansas City, Kans., on the one hand, and, on the other, points in Illinois, Indiana, Ohio, and Michigan. 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 Columbus, Ohio.

No. MC 21684 (Sub-No. 21), filed August 20, 1970. Applicant: CHARLES E. DANBURY CO., a corporation, Williamsburg, Ohio 45176. Applicant's representative: Jack B. Josselson, 700 Atlas Bank Building, Cincinnati, Ohio 45202. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Trailers*, other than those designed to be drawn by passenger automobiles, *trailer bodies, cargo containers, truck bodies, and accessories, parts and equipment* for the foregoing in or attached to the transported trailers, in initial movements, in truckaway service, from points in Coles County, Ill., to points in the United States (except Alaska and Hawaii), under contract with Pullman, Inc. (Trailmobile Division). NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 29910 (Sub-No. 92), filed August 28, 1970. Applicant: ARKANSAS-BEST FREIGHT SYSTEM, INC., 301 South 11th Street, Fort Smith, Ark.

72901. Applicant's representatives: Thomas Harper and Don A. Smith, Kelley Building, Post Office Box 43, Fort Smith, Ark. 72901. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Composition or mineral wool, boards, blocks or sheets, materials, supplies, and accessories* used in the installation thereof, from Greenville, Miss., to points in Arkansas, Illinois, Indiana, Kansas, Kentucky, Michigan, Missouri, Ohio, Oklahoma, Texas, and Wisconsin, handling rejected shipments of above commodities on return. NOTE: Applicant intends to tack the requested authority with presently held authority under MC 29910 at Greenville, Miss. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Memphis, Tenn.

No. MC 30657 (Sub-No. 26), filed September 3, 1970. Applicant: DIXIE HAULING COMPANY, a corporation, 959 Bankhead Avenue NW., Atlanta, Ga. 30318. Applicant's representative: Monty Schumacher, Suite 310, 2045 Peachtree Road NE., Atlanta, Ga. 30309. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Pipe covering, preventive coating and wrapping materials; steel piling, steel bearing pile, and pile hammers and extractors; steel rail and track materials; and related parts, fittings, and accessories* used in the installation and repair of such commodities, from the plantsite of L. B. Foster Co. and Southern Pipe Coating Co. in Gwinnett County, Ga., to points in Alabama, Florida, Mississippi, and Tennessee, under a continuing contract, or contracts with L. B. Foster Co. and its affiliate Southern Pipe Coating Co. NOTE: If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 31600 (Sub-No. 649), filed August 31, 1970. Applicant: P. B. MUTRIE MOTOR TRANSPORTATION INC., Calvary Street, Waltham, Mass. 02154. Applicant's representative: Harry C. Ames, Jr., 666 11th Street NW., Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Petroleum fuel oils*, Nos. 4, 5, and 6, in bulk, in tank vehicles, from the plantsites of T. A. D. Jones & Co., Inc., at New Haven, Conn., to Easthampton, Florence, Russell, Westfield, and Woronoco, Mass.; and (2) *petroleum and petroleum products*, in bulk, from Boston, Mass., to points in New York, and refused or rejected shipments 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 Washington, D.C.

No. MC 32566 (Sub-No. 5), filed August 3, 1970. Applicant: LONG ISLAND MOTOR HAULAGE CORP., 58-51 52d Avenue, Woodside, N.Y. 11377. Applicant's representative: William Biederman, 280 Broadway, New York, N.Y. 10007. Authority sought to operate as a *common carrier*, by motor vehicle, over

irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those injurious or contaminating to other lading), from Rockland and Orange Counties, N.Y., to New York, N.Y. NOTE: Applicant states that the requested authority can be tacked with its existing authority at New York, N.Y. If a hearing is deemed necessary, applicant requests it be held at New York, Middletown, or Newburgh, N.Y.

No. MC 32882 (Sub-No. 50) (Amendment), filed February 27, 1970, published in the FEDERAL REGISTER issue of March 26, 1970, and republished as amended, this issue. Applicant: MITCHELL BROS. TRUCK LINES, a corporation, 3841 North Columbia Boulevard, Portland, Ore. 97217. 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: *General commodities* in cargo containers unmounted or mounted on carrier or shipper-owned chassis, and empty containers unmounted or mounted on carrier or shipper-owned chassis, on return, between points in Oregon, Washington, California, Idaho, Montana, Nevada, and Utah. NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. The purpose of this republication is to clarify the commodity description and to include the State of Utah in the territorial description. If a hearing is deemed necessary, applicant requests it be held at Portland, Ore., or Seattle, Wash.

No. MC 35628 (Sub-No. 314), filed September 2, 1970. Applicant: INTERSTATE MOTOR FREIGHT SYSTEM, a corporation, 134 Grandville SW., Grand Rapids, Mich. 49502. Applicant's representative: Leonard D. Verdier, Jr., 900 Old Kent Building, Grand Rapids, Mich. 49502. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the plantsite of General Electric Co., at Madisonville, Ky., as an off-route point in connection with applicant's authorized regular route operations to and from Evansville, Ind., under certificate No. MC 35628. NOTE: If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind., or Louisville, Ky.

No. MC 42487 (Sub-No. 760), filed August 31, 1970. 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 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 Seattle and Longview, Wash., from Seattle over Interstate Highway 5 to junction Washington Highway 4, at or near Kelso, Wash., thence over Washington Highway 4 to Longview, Wash., and return over the same route, serving no intermediate points, as an alternate route for operating convenience only in connection with carrier's presently authorized regular-route operations. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Portland, Ore., or Seattle, Wash.

No. MC 48958 (Sub-No. 109), filed August 31, 1970. Applicant: ILLINOIS-CALIFORNIA EXPRESS, INC., 510 East 51st Avenue, Denver, Colo. 80216. Applicant's representative: Morris G. Cobb, Post Office Box 9050, 601 Ross Street, Amarillo, Tex. 79105. 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, livestock, commodities in bulk, those requiring special equipment, and those injurious or contaminating to other lading); (1) between Bakersfield and Barstow, Calif., over California Highway 58, serving no intermediate points; (2) between Bakersfield, Calif., and junction U.S. Highways 395 and 66 (Interstate Highway 15) approximately 11 miles south of Victorville, Calif., from Bakersfield over California Highway 58 to junction U.S. Highway 395, thence over U.S. Highway 395 to junction U.S. Highway 66 (Interstate Highway 15), and return over the same route, serving no intermediate points; (3) between Bakersfield, Calif., and junction California Highway 138 and U.S. Highway 66 (Interstate Highway 15) approximately 19 miles north of San Bernardino, Calif., from Bakersfield over California Highway 58 to junction California Highway 14 at or near Mojave, Calif., thence over California Highway 14 to junction California Highway 138 at or near Palmdale, Calif., thence over California Highway 138 to junction U.S. Highway 66 (Interstate Highway 15), and return over the same route, serving no intermediate points, as alternate routes for operating convenience only, in connection with applicant's presently authorized regular route operations in connection with (1) through (3) above. NOTE: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 51146 (Sub-No. 173), filed August 21, 1970. Applicant: SCHNEIDER TRANSPORT & STORAGE, INC., 817 McDonald Street, Green Bay, Wis. 54306. Applicant's representative: D. F. Martin (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Such commodities* as are manufactured or distributed by manufacturers or converters of cellulose materials and products and paper and

paper products; and (2) *equipment, materials, and supplies* used in the manufacture and distribution of the commodities described in (1) above, between the plant and warehouse sites of Diana Manufacturing Co. located at Green Bay, Wis., and points in Arizona, California, Colorado, Idaho, Montana, New Mexico, Nevada, Oregon, Utah, Washington, and Wyoming. **NOTE:** Applicant states that the requested authority could be tacked with various subs of MC 51146 and applicant will tack with its MC 51146 where feasible. It further states no duplicate authority is being sought. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 51146 (Sub-No. 176), filed September 4, 1970. Applicant: SCHNEIDER TRANSPORT & STORAGE, INC., 817 McDonald Street, Green Bay, Wis. 54306. Applicant's representatives: Charles W. Singer, 33 North Dearborn Street, Chicago, Ill. 60602, and D. F. Martin (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic products, component parts and accessories*; (a) from Portland, Ind., to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, West Virginia, and Wisconsin; (b) from Durant, Miss., to points in Arkansas, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Ohio, Oklahoma, South Carolina, South Dakota, Tennessee, Texas, Mississippi, Missouri, Nebraska, North Carolina, North Dakota, and Wisconsin; and (c) from Manchaug and Worcester, Mass.; Central Falls, R.I.; and Stanhope, N.J., to points in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, North Carolina, North Dakota, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Virginia, West Virginia, Wisconsin, and the District of Columbia. **NOTE:** Requested authority could be tacked with various subs of MC 51146 and applicant will tack with its MC 51146 where feasible. Applicant states no duplicating authority is being sought. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 56679 (Sub-No. 43) (Correction) filed August 14, 1970, published **FEDERAL REGISTER** issue of September 3, 1970, corrected and republished in part as corrected, this issue. Applicant: BROWN TRANSPORT CORP., 125 Milton Avenue SE., Atlanta, Ga. 30315. Applicant's representative: B. K. McClain (same address as applicant). The purpose of this partial republication is to show the correct docket number as MC 56679 (Sub-No. 43) in lieu of MC 56779 (Sub-No. 43) as previously published. The rest of the application remains as previously published.

No. MC 59150 (Sub-No. 54), filed August 24, 1970. Applicant: PLOOF TRANSFER COMPANY, INC., 1901 Hill St., 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: *Plywood and moldings, and other accessories*, used in the installation of plywood, when moving at the same time and in the same vehicle with plywood, from points in Manatee County, Fla., to points in 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 Jacksonville, Fla., Atlanta, Ga., or Washington, D.C.

No. MC 59194 (Sub-No. 14), filed August 20, 1970. Applicant: EASTERN FREIGHT WAYS, INC., Eastern and Moonachie Avenues, Carlstadt, N.J. 07072. Applicant's representative: Maxwell A. Howell, 1120 Investment Building, 1511 K Street NW., Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except explosives, commodities in bulk, uncrated new furniture, household goods as defined by the Commission, and those injurious or contaminating to other lading or requiring special equipment), between points in New York, on the one hand, and, on the other, points in New Jersey. **NOTE:** Applicant states that the purpose of this application is to eliminate the gateway at Athens and Sayre, Pa., under its existing Sub 3 authority. Common control may be involved. Applicant further states that joinder or tacking is intended at all authorized points. 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 Washington, D.C.

No. MC 59583 (Sub-No. 129), filed August 27, 1970. Applicant: THE MASON AND DIXON LINES, INCORPORATED, Eastman Road, also Post Office Box 969, Kingsport, Tenn. Applicant's representative: Clifford E. Sanders, 321 East Center Street, Kingsport, Tenn. 37660. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading, serving the plantsite of Morrell Electric Co. at Sneedville, Tenn., as an off-route point in connection with applicant's presently authorized regular-route authority between Tazewell and Kingsport, Tenn., over U.S. Highways 25E and 11W. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., Nashville or Knoxville, Tenn.

No. MC 59680 (Sub-No. 181), filed September 4, 1970. Applicant: STRICK-

LAND TRANSPORTATION CO., INC., 3011 Gulden Avenue, Post Office Box 5689, Dallas, Tex. 75222. Applicant's representative: Oscar P. Peck (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, commodities in bulk, livestock, household goods as defined by the Commission, and commodities requiring special equipment), serving the plantsite or shipping facilities of Mobay Chemical Co. at or near Baytown, Chambers County, Tex., as an off-route point in connection with carriers authorized regular route service at Houston, Tex. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Houston or Dallas, Tex., or Washington, D.C.

No. MC 61440 (Sub-No. 126), filed September 1, 1970. Applicant: LEE WAY MOTOR FREIGHT, INC., 3000 West Reno, Oklahoma City, Okla. 73108. Applicant's representative: Richard H. Champlin, Post Office Box 82488, Oklahoma City, Okla. 73108. 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, livestock, household goods as defined by the Commission, and commodities requiring special equipment), serving the plantsite and shipping facilities of Mobay Chemical Co., near Baytown Chambers County, Tex., as an off-route point in connection with applicant's authorized regular-route at Houston, Tex. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Houston, Tex.

No. MC 61592 (Sub-No. 184), filed August 31, 1970. Applicant: JENKINS TRUCK LINE, INC., 3708 Elm Street, Bettendorf, Iowa 52722. Applicant's representative: Donald W. Smith, 900 Circle Tower Building, Indianapolis, Ind. 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which because of their size or weight, requires the use of special equipment, and *related machinery parts and related contractor's materials and supplies* when their transportation is incidental to the transportation of said carrier of commodities which by reason of size or weight require special equipment; (2) *self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith (restricted to commodities which are transported on trailers); and (3) *construction, agricultural, maintenance, and industrial machinery, equipment, materials and supplies and parts, attachments, and accessories; aircraft and aerospace equipment, materials, parts, accessories, and supplies*, between points in Washington, Oregon, California, Nevada, Arizona, New Mexico, and Utah on the one hand, and, on the other, points in Alabama, Georgia, Florida, North Carolina, South Carolina, Tennessee, Mississippi, and Texas. **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 does not specify a location.

No. MC-64373 (Sub-No. 5), filed August 27, 1970. Applicant: CLARKSON BROS. MACHINERY HAULERS, INC., Post Office Box 25, Cowpens, S.C. 29330. Applicant's representative: Paul F. Sullivan, 701 Washington Building, Washington, D.C. 20005. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Knitting machines and parts and accessories* therefor when moving therewith, from points in Orangeburg County, S.C., to points in the United States (except Alaska and Hawaii). NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. No duplicating authority is sought. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or New York, N.Y.

No. MC-68100 (Sub-No. 15), filed August 26, 1970. Applicant: D. P. BONHAM TRANSFER, INC., 318 South Adeline, Bartlesville, Okla. 74003. Applicant's representative: W. T. Brunson, 419 Northwest Sixth, Oklahoma City, Okla. 73102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Pumps, oil well pumping units, machinery, materials, and equipment* used in distribution, installation, or manufacture of well pumping units, between points in Washington County, Okla., on the one hand, and, on the other, points in Louisiana, Mississippi, Georgia, Alabama, Florida, North Dakota, South Dakota, Nebraska, California, Utah, and Alaska. NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Tulsa, Okla., Dallas, Texas., or Los Angeles, Calif.

No. MC 69116 (Sub-No. 130), filed August 24, 1970. Applicant: SPECTOR FREIGHT SYSTEM, INC., 205 West Wacker Drive, Chicago, Ill. 60606. 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: *Composition or mineral wool, boards, blocks or sheets, materials, supplies, and accessories* used in the installation thereof, from the plantsite or storage facilities of United States Gypsum Co. at Greenville, Miss., to point in Connecticut, Delaware, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West 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 Chicago, Ill.

No. MC 73165 (Sub-No. 285), filed August 24, 1970. Applicant: EAGLE

MOTOR LINES, INC., 830 North 33d Street, Post Office Box 1348, Birmingham, Ala. 35201. Applicant's representative: Robert M. Pearce, Post Office Box E, Bowling Green, Ky. 42101. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fabric, or piece goods*, consisting of knit, cotton, paper, rayon, synthetic fibers, or mixtures thereof, from Florence, Ala., to Columbus, Miss.; and (2) *plastic coated cotton cloth, carpet or rug cushions, plastic film, or sheeting*, from Columbus, Miss., to points in Alabama, Georgia, and Tennessee (except Memphis, Tenn., and points in its commercial zone). NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn.

No. MC 76032 (Sub-No. 264), filed September 8, 1970. Applicant: NAVAJO FREIGHT LINES, INC., 1205 South Platte River Drive, Denver, Colo. 80223. Applicant's representative: John T. Coon (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Membrane applicator machines and/or parts thereof, adhesives, and pipe covering*, between Denver, Colo., on the one hand, and, on the other, 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. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 78040 (Sub-No. 6), filed July 31, 1970. Applicant: BOYD TRANSFER COMPANY, a corporation, 4600 East Fayette Street, Baltimore, Md. 21224. 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: *New furniture* (except new upholstered furniture, uncrated) from Baltimore, Md., to points in Delaware, Maryland, New Jersey (except Atlantic City, Beverly, Haddonfield, Jersey City, Lakewood, Moorestown, Newark, Trenton, Vineland, and Woodbury), Pennsylvania (except Montgomeryville, Paoli, Philadelphia, West Chester, and Willow Grove, Pa.), and Virginia. NOTE: Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 82072 (Sub-No. 5), filed July 29, 1970. Applicant: KELLER MOVING & STORAGE, INC., 2811 West Emaus Avenue, Allentown, Pa. 18103. Applicant's representative: Bernard B. Naef, 512 Hamilton Street, Allentown, Pa. 18101. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *New furniture*; (a) from East Greenville, Pa., to points in Iowa; and (b) from Allentown, Pa. to points in New York, New Jersey, Con-

necticut, Massachusetts, Rhode Island, Vermont, New Hampshire, Maine, Delaware, Maryland, Virginia, West Virginia, North Carolina, South Carolina, Georgia, Florida, Ohio, Indiana, Illinois, Michigan, Missouri, Wisconsin, Minnesota, Iowa, Kentucky, Mississippi, Alabama, Louisiana, Arkansas, Tennessee and the District of Columbia; and (2) *library furniture*, from the plantsite of Woodrite, Inc., Willow Grove, Pa., and from the plantsite of John Savoy & Son, Inc., Montoursville, Pa., to points in New York, New Jersey, Connecticut, Massachusetts, Rhode Island, Vermont, New Hampshire, Maine, Delaware, Maryland, Virginia, West Virginia, North Carolina, South Carolina, Georgia, Florida, Ohio, Indiana, Illinois, Michigan, Missouri, Wisconsin, Minnesota, Iowa, Kentucky, Mississippi, Alabama, Louisiana, Arkansas, Tennessee, Texas, and the District of Columbia. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa., or Washington, D.C.

No. MC 82109 (Sub-No. 4), filed August 21, 1970. Applicant: LOUIS P. COTE, INC., 317 Blucher Street, Manchester, N.H. 03102. Applicant's representative: John F. Dargin, Jr., 15 Court Square, Boston, Mass. 02108. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Stacks, boilers, generators, fabricated iron and steel plates, and articles* requiring specialized handling or rigging because of size and weight; (1) between Boston, Mass., and points in Massachusetts within 45 miles of Boston, on the one hand, and, on the other, points in Vermont; and (2) between points in Vermont. NOTE: If a hearing is deemed necessary, applicant requests it be held at Montpelier, Vt.

No. MC 82492 (Sub-No. 45), filed August 19, 1970. Applicant: MICHIGAN & NEBRASKA TRANSIT CO., INC., 2109 Olmstead Road, Post Office Box 2853, Kalamazoo, Mich. 49003. Applicant's representatives: William C. Harris, Post Office Box 2853, Kalamazoo, Mich. 49003, and Jack H. Blanshan, 29 South La Salle Street, Chicago, Ill. 60603. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Such commodities* as are dealt in by suppliers of creameries, hospitals, laundries, and packinghouses (except commodities in bulk), from Grand Rapids, Mich., and points in Michigan within 175 miles thereof, to points in Iowa and Nebraska. NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. Applicant further states the purpose of this application is to clarify the authority in its lead certificate. If a hearing is deemed necessary, applicant requests it be held at Detroit or Lansing, Mich.

No. MC 85255 (Sub-No. 39), filed August 24, 1970. Applicant: PUGET SOUND TRUCK LINES, INC., Pier 62, Seattle, Wash. 98101. Applicant's representative: Clyde H. MacIver, 3712 Seattle First National Bank Building, Seattle, Wash. 98104. 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 and household goods as defined by the Commission, between Seattle, Mount Vernon, La Conner, Anacortes, Bellingham, and Blaine, Wash. NOTE: Applicant states it will tack at Seattle, Wash., to serve the Grays Harbor area of western Washington. No duplicating authority is sought. If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash., or Portland, Oreg.

No. MC 85934 (Sub-No. 58), filed August 26, 1970. Applicant: MICHIGAN TRANSPORTATION COMPANY, 3601 Wyoming Avenue, Dearborn, Mich. 48120. Applicant's representative: Martin J. Leavitt, 1800 Buhl Building, Detroit, Mich. 48226. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry chemicals*, in bulk, in tank, hopper or dump vehicles, from the plant of Wyandotte Chemicals Corp., at Wyandotte, Mich., to points in Florida, Georgia, Louisiana, and Michigan, and damaged and rejected materials, 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 Detroit or Lansing, Mich.

No. MC 92983 (Sub-No. 541), filed September 4, 1970. Applicant: ELTON MILLER, INC., Post Office Box 2508, Kansas City, Mo. 64142. Applicant's representative: Eldon Miller (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from Springfield, Mo., to points in Texas. NOTE: Common control may be involved. 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 Kansas City, Mo.

No. MC 94201 (Sub-No. 90), filed August 24, 1970. Applicant: BOWMAN TRANSPORTATION, INC., 1010 Stroud Avenue, Gadsden, Ala. 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: *Paper and paper products*, between the plantsites, storage and warehouse facilities (owned and leased) of U.S. Plywood-Champion Papers, Inc., at or near Canton, Waynesville, and Asheville, N.C., on the one hand, and, on the other, Chattanooga, 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 Washington, D.C., or Atlanta, Ga.

No. MC 94201 (Sub-No. 91), filed August 24, 1970. Applicant: BOWMAN TRANSPORTATION, INC., 1010 Stroud Avenue, Gadsden, Ala. 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: *Tires, tubes, tire and tube repairing materials and related articles*, between the warehouses and distribution centers of Lee Tire & Rubber Co. at or near Frazer and Devault, Pa., on the one hand, and, on the other, points in Virginia, North Carolina, South Carolina, Tennessee, Georgia, Alabama, 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 94350 (Sub-No. 276), filed August 31, 1970. Applicant: TRANSIT HOMES, INC., Post Office Box 1628, Haywood Road, Greenville, S.C. 29602. Applicant's representatives: Mitchell King, Jr., Post Office Box 1628, Greenville, S.C. 29602, and Ames, Hill & Ames, 666 11th Street NW, Suite 705, Washington, D.C. 20001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers* designed to be drawn by passenger automobiles in initial movements from points in Utah County, Utah, to points west of the Mississippi River. 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 Salt Lake City, Utah.

No. MC 94350 (Sub-No. 277), filed September 2, 1970. Applicant: TRANSIT HOMES, INC., Haywood Road, Post Office Box 1628, Greenville, S.C. 29602. Applicant's representatives: Mitchell King, Jr., Post Office Box 1628, Greenville, S.C. 29602, and Ames, Hill & Ames, Suite 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: *Trailers* designed to be drawn by passenger automobiles, in initial movements, from Henderson, N.C. (excluding the plantsites of U.S. Mobilehomes) to points east of the Mississippi River, including Louisiana and Minnesota. NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C.

No. MC 97394 (Sub-No. 6), filed August 24, 1970. Applicant: BOWLING GREEN EXPRESS, INC., Post Office Box 1111, Bowling Green, Ky. 42101. Applicant's representative: Robert M. Pearce, Post Office Box E, Bowling Green, Ky. 42101. Authority sought to operate as a *common carrier*, by motor vehicle, over 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 re-

quiring special equipment), between Louisville, and Bowling Green, Ky.; (a) from Louisville over Interstate Highway 65 to junction U.S. Highway 231; thence over U.S. Highway 231 to Bowling Green and return over the same route; and (b) from Louisville over Interstate Highway 65 to junction with access road approximately 5 miles northeast of Bowling Green; thence over access road to junction U.S. Highway 31W; thence over U.S. Highway 31W to Bowling Green and return over the same route, serving no intermediate points, and serving Bowling Green for purpose of joinder only, as an alternate route for operating convenience only, in connection with (a) and (b) above. NOTE: Common control may be involved. Applicant requests that this application be handled concurrently with MC-F-10932, published FEDERAL REGISTER issue of September 2, 1970. If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn.

No. MC 100449 (Sub-No. 15), filed August 17, 1970. Applicant: MALLINGER TRUCK LINE, INC., Otho, Iowa 50569. Applicant's representative: William L. Fairbanks, Hubbell Building, Des Moines, Iowa 50309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural chemicals*, other than in bulk, from the plantsite and warehouse facility of Monsanto Co. near Muscatine, Iowa (approximately 3½ miles south of Muscatine), to points in Illinois, Indiana, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, Pennsylvania, South Dakota, 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 Des Moines, Iowa, or St. Louis, Mo.

No. MC 107064 (Sub-No. 80), filed September 3, 1970. Applicant: STEERE TANK LINES, INC., Post Office Box 2998, 2808 Fairmount Street, Dallas, Tex. 75201. Applicant's representative: Hugh T. Matthews, 630 Fidelity Union Tower, Dallas, Tex. 75201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Syrups, sugars, and blends thereof, and dry products of corn*, in bulk, from points in Castro and Deaf Smith Counties, Tex. (except from the Holly Sugar Plant located at or near Hereford, Tex.) 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 Fort Worth or Dallas, Tex.

No. MC 107295 (Sub-No. 428), filed August 27, 1970. Applicant: PRE-FAB TRANSIT CO., a corporation, 100 South Main Street, Farmer City, Ill. 61842. Applicant's representative: Dale L. Cox (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Boards and slabs composed of cement or magnesite combined with wood fiber or chips*, from Cornell, Wis., to points in Arkansas, Illinois,

Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, 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 Madison, Wis.

No. MC 107295 (Sub-No. 435), filed September 3, 1970. Applicant: PRE-FAB TRANSIT CO., a corporation, 100 South Main Street, Farmer City, Ill. Applicant's representative: Dale W. Cox (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Wooden doors and hardboard*, from Union, Mo., to points in that part of the United States in and east of North Dakota, South Dakota, Nebraska, Kansas, 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 St. Louis, Mo.

No. MC 109397 (Sub-No. 234), filed August 31, 1970. Applicant: TRI-STATE MOTOR TRANSIT CO., a corporation, Post Office Box 113, Joplin, Mo. 64801. Applicant's representative: A. N. Jacobs (same address as above), and Wilburn L. Williamson, 600 Leininger Building, Oklahoma City, Okla. 73112. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Tractors* (except truck tractors), tractor parts and attachments thereof, from Romeo, Mich., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, on and east of U.S. Highway 219 from the New York-Pennsylvania State line to its junction with U.S. Highway 62 at Hamburg, N.Y., and on and east of U.S. Highway 62 from said junction to and including Niagara Falls, N.Y., North Carolina, Pennsylvania, on and east of U.S. Highway 219, Rhode Island, South Carolina, Vermont, Virginia, West Virginia on and east of U.S. Highway 219, and the District of Columbia. NOTE: Applicant states that tacking is possible with its Sub-No. 195 wherein the commodity requires special handling or equipment. Applicant presently holds temporary contract carrier authority under its docket No. MC 128814 and subs. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich., or Chicago, Ill.

No. MC 109462 (Sub-No. 12), filed August 24, 1970. Applicant: LUMBER TRANSPORT, INC., Post Office Box 6181, South Station, Fort Smith, Ark. 72901, and 1228 West South Street, Post Office Box 576, Benton, Ark. 72015. Applicant's representative: Robert G. Russell (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Clay pipe and accessories* used in the installation of clay pipe, from Seminole, Okla., to points in Arkansas, Colorado, Kansas, Missouri, New Mexico, 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 Oklahoma City, Okla., or Fort Smith, Ark.

No. MC 109994 (Sub-No. 36) (Amendment), filed August 13, 1970, published in the FEDERAL REGISTER issue of September 3, 1970, and republished as amended, this issue. Applicant: SIZER TRUCKING, INC., Box 97, East Highway 94, Rochester, Minn. 55901. 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: *Meat, meat products, meat byproducts, packinghouse products, and articles distributed by meat packinghouses* as set forth in sections A and C to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 and *foodstuffs* (except meat and meat products as described above) when transported in mixed truckloads with meat and meat products, from the plantsite and warehouse facilities of Geo. A. Hormel & Co., Austin, Minn., to points in Hertford County, N.C., and that portion of Tennessee on and east of U.S. Highway 27 and on and north of Tennessee Highway 68. NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. The purpose of this republication is to redescribe the commodity description and the territorial description as sought. If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 110525 (Sub. No. 986), filed September 3, 1970. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. 19335. Applicant's representatives: Leonard A. Jaskiewicz, 1730 M Street NW., Washington, D.C. 20036, and Thomas J. O'Brien (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Syrup coloring burnt sugar* (caramel), in bulk, in tank vehicles, from New York, N.Y., to ports of entry on the international boundary line between the United States and Canada at New York. 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 New York, N.Y., or Washington, D.C.

No. MC 110884 (Sub-No. 16), filed September 3, 1970. Applicant: AUBREY FREIGHT LINES, INC., Post Office Box 503, Elizabeth, N.J. 07030. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J. 07306. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Frozen prepared foods*, from the plantsite kitchens of Sara Lee, Deerfield, Ill., to Hershey, Al-

lertown, Philadelphia commercial zone, Spring House, King of Prussia, Greensburg, Pittsburgh, Leetsdale, Ebensburg, Shiremanstown, Sunbury, Scranton, Erie, Uniontown, Altoona, and Sharon, Pa.; Baltimore and Halethorpe, Md.; Edison, Totowa, Spring Lake, and Trenton, N.J.; Mahanac, Marlboro, Ellenville, Syracuse, Elmira, Binghamton, Albany, Buffalo, Mount Kisco, Kingsport, Bayshore, Falconer, Jamestown, Olean, Newburgh, and Rochester, N.Y., and points in the New York, N.Y., commercial zone, as defined by the Commission; Southboro, Mass., and points in the Boston, Mass., commercial zone; Suffield and Hartford, Conn., and the District of Columbia, under contract with Kitchens of Sara Lee Foods. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or New York, N.Y.

No. MC 111015 (Sub-No. 8), filed August 27, 1970. Applicant: L. P. M. CORPORATION, 52 West Way, Chappaqua, N.Y. 10514. Applicant's representative: Herbert Burstein, 30 Church Street, New York, N.Y. 10007. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Such merchandise as is dealt in by manufacturers and refiners of, and dealers in precious metals and precious metal alloys, and by manufacturers of specialty metal products other than precious metals. In connection therewith, materials, supplies, and equipment used in the conduct of such business except such commodities in bulk, in tank vehicles, between Attleboro, Mass.; Cleveland, Ohio; Dallas, Tex.; Southfield, Mich.; Pawtucket, R.I.; Waterbury and Norwalk, Conn.; Norristown, Pa.; Cockeysville, Md.; Oak Creek and Cudahy, Wis.; and Williamsport, Pa., on the one hand, and, on the other, points in the United States (except Alaska and Hawaii) under contract with Handy & Harman. NOTE: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.*

No. MC 111301 (Sub-No. 16), filed August 31, 1970. Applicant: L. J. KREUTZER, doing business as KREUTZER MOTOR EXPRESS, 1423 Third Avenue, Post Office Box 1056, Mankato, Minn. 56001. Applicant's representative: A. R. Fowler, 2288 University Avenue, St. Paul, Minn. 55114. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Plastic pipe*, from Mankato, Minn., to points in Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Oklahoma, South Dakota, and Wisconsin, under contract with Amdevco Products, Inc. NOTE: If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 111401 (Sub-No. 308), filed August 21, 1970. Applicant: GROENDYKE TRANSPORT, INC., 2510 Rock Island Boulevard, Post Office Box 632, Enid, Okla. 73701. Applicant's representative: Alvin L. Hamilton (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting:

Chemicals, in bulk (1) from Crossett, Ark., to points in Georgia, Louisiana, Mississippi, North Carolina, and South Carolina; (2) from Louisville, Miss., to points in Arkansas and Louisiana; (3) from Lufkin, Tex., to points in Arkansas and Louisiana; and (4) from the plant-site of Georgia Pacific Corp. near Plaquemine, La., to points in Arkansas, Mississippi, 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 Little Rock, Ark., or Memphis, Tenn.

No. MC 111812 (Sub-No. 405), filed August 20, 1970. Applicant: MIDWEST COAST TRANSPORT, INC., 405½ East 8th Street, Post Office Box 1233, Sioux Falls, S. Dak. 57101. Applicant's representative: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr. 68102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Prepared foodstuffs* and (2) *meats, meat products, dairy products, and meat by-products, and articles distributed by meat packinghouses, and such commodities as are used by meat packers in the conduct of their business when destined to and for use by meat packers*, as described in sections A, B, C, and D of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk, in tank vehicles), from St. Paul, Minn., to points in Maine, Vermont, New Hampshire, Connecticut, Massachusetts, Rhode Island, New York, Pennsylvania, New Jersey, Maryland, Delaware, Ohio, Michigan, and the District of Columbia restricted to traffic originating at the named origin and destined to the named destinations. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at St. Paul or Minneapolis, Minn., or Chicago, Ill.

No. MC 112801 (Sub-No. 109), filed August 31, 1970. Applicant: TRANSPORT SERVICE CO., 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: *Chemicals*, in bulk, from Chicago, Ill., 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 Chicago, Ill.

No. MC 112822 (Sub-No. 166), filed August 31, 1970. Applicant: BRAY LINES INCORPORATED, 1401 North Little Street, Post Office Box 1191, Cushing, Okla. 74023. Applicant's representative: K. Charles Elliott (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Feed and feed ingredients*, from points in Galveston, Chambers, Jefferson, Orange, Hardin, Matagorda, Brazore, and Harris Counties, Tex., to points in Arkansas, Colorado, Kansas, Iowa, Missouri, Mississippi, Nebraska, New Mexico, Oklahoma, and Louisiana. **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, Tex.

No. MC 113024 (Sub-No. 97), filed August 25, 1970. Applicant: ARLINGTON J. WILLIAMS, INC., Rural Delivery No. 2, South Du Pont Highway, 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: *Control panels and related control equipment, uncrated*, restricted against the transportation of commodities requiring special equipment or special handling, from the plant-site of Pesco Division, Borg-Warner Corp., Santa Ana, Calif., to Cape Fear, N.C., under contract with E. I. du Pont de Nemours & Co., Wilmington, Del. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 113024 (Sub-No. 99), filed August 28, 1970. Applicant: ARLINGTON J. WILLIAMS, INC., Rural Delivery No. 2, South Du Pont Highway, 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: *Plastic products* (except commodities in bulk, in tank vehicles), (1) from Middletown, Del., to Fresno, Calif., and Sherman, Tex.; and (2) from Marshalltown and Middletown, Del., to points in Cook, Logan, and Morgan Counties, Ill.; Bay, Branch, Gratiot, Huron, Kent, Macomb, Ottawa, Washenaw, and Wayne Counties, Mich.; and Allen, Columbiana, Darke, Henry, Licking, Mercer, Scioto, Summit, and Williams Counties, Ohio; under contract with Haskon, Inc., Middletown, Del. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 113362 (Sub-No. 194), filed August 31, 1970. Applicant: ELLSWORTH FREIGHT LINES, INC., 310 East Broadway, Eagle Grove, Iowa 50533. Applicant's representative: James R. Ellsworth, Post Office Box 446, Netcong, N.J. 07857. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Candy and confectionery*, from Poughkeepsie, N.Y., to Chicago, 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.

No. MC 113678 (Sub-No. 399), filed August 28, 1970. Applicant: CURTIS, INC., Post Office Box 16004, Stockyards Station, Denver, Colo. 80216. Applicant's representatives: Daune W. Acklie and Richard Peterson, Post Office 806, Lincoln, Nebr. 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Perforated sheet steel*, from Carbonale, Pa., to Harlan, Iowa. **NOTE:** Applicant states that the requested authority cannot be tacked with its exist-

ing authority. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 113843 (Sub-No. 163), filed September 2, 1970. Applicant: REFRIGERATED FOOD EXPRESS, INC., a corporation, 316 Summer Street, Boston, Mass. 02210. Applicant's representative: Jack H. Blanshan, 29 South La Salle Street, Chicago, Ill. 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen meats*, from the cold storage facilities of or used by Wilson/Sinclair Co. at Lafayette, Ind., to points in Connecticut, Maine, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, and Vermont, restricted to traffic originating at the above-named origin and destined to the above-named destinations. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 114019 (Sub-No. 210), filed September 8, 1970. Applicant: MIDWEST EMERY FREIGHT SYSTEM, INC., 7000 South Pulaski Road, Chicago, Ill. 60629. 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: *Shortening*, in bulk, in tank vehicles, from Philadelphia, Pa., to points in Connecticut, Delaware, Maryland, Massachusetts, and New Jersey. **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 Philadelphia, Pa., or Washington, D.C.

No. MC 114211 (Sub-No. 142), filed August 31, 1970. Applicant: WARREN TRANSPORT, INC., 324 Manhard, Post Office Box 420, Waterloo, Iowa 50704. Applicant's representative: Charles W. Singer, Suite 1625, 33 North Dearborn, Chicago, Ill. 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (A) (1) *Off-highway vehicles, and parts, accessories, and attachments for, and equipment used in connection with, said off-highway vehicles; and (2) food furniture and displays, and fiberglass products*, from Lebanon, Ohio, to points in the United States (except Alaska and Hawaii) *materials, equipment, and supplies* used in connection with the manufacture and distribution of the commodities named in (A) above, from points in the United States (except Alaska and Hawaii) to Lebanon, Ohio. **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., or Washington, D.C.

No. MC 114290 (Sub-No. 51), filed September 3, 1970. Applicant: EXLEY EXPRESS, INC., 2610 Southeast Eighth, Portland, Oreg. 97202. Applicant's representative: James T. Johnson, 1610 IBM Building, Seattle, Wash. 98101. Authority

sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, from Wilmington, Calif., to points in Arizona, California, Colorado, Idaho, Montana, New Mexico, Utah, Oregon, and Washington. **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., or Portland, Oreg.

No. MC 114552 (Sub-No. 49), filed August 31, 1970. 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: *Ventilators, ventilator parts, ventilator equipment, ventilator systems*, including accessories used in the installation thereof, from Tabor City, N.C., to points in the United States (except Alaska and Hawaii). **NOTE:** Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Columbia, S.C., Raleigh or Charlotte, N.C.

No. MC 114789 (Sub-No. 28) (Amendment), filed May 18, 1970, published in the FEDERAL REGISTER issue of August 27, 1970, and republished as amended, this issue. Applicant: NATIONWIDE CARRIERS, INC., Post Office Box 104, Maple Plain, Minn. 55359. Applicant's representatives: M. James Levitus (same address as above), and Donald L. Stern, 630 City National Bank Building, Omaha, Nebr. 68102. The purpose of this partial republication is to include the origin of Ames, Iowa, to Part (1), and the destination of Ames, Iowa, to Part (2) of the application. The rest of the application remains the same.

No. MC 115331 (Sub-No. 288), filed September 3, 1970. Applicant: TRUCK TRANSPORT, INCORPORATED, 1931 North Geyer Road, St. Louis, Mo. 63131. Applicant's representative: J. R. Ferris, 230 St. Clair Avenue, East St. Louis, Ill. 62201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in containers, from Mendota and Wyoming, Ill., to points in Alabama, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Idaho, Indiana, Illinois, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Maine, Missouri, Minnesota, Nebraska, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Virginia, Washington, Wisconsin, and West Virginia. **NOTE:** Applicant states it could tack with its Sub-Nos. 91 and 189 at El Paso, Ill. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo., or Washington, D.C.

No. MC 115554 (Sub-No. 12), filed August 28, 1970. Applicant: SCOTT'S

TRANSPORTATION SERVICE INCORPORATED, Post Office Box 1136, Cedar Rapids, Iowa 52406. Applicant's representative: William P. Jackson, Jr., 919 18th Street NW., Suite 800, Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Articles wholly or partially made of or containing plastic or plastics; wire and articles wholly or partially made of or containing wire; appliances; and parts, materials, supplies, and equipment* used in the manufacture, sale or distribution of commodities described hereinabove, between Oxford, Iowa, on the one hand, and, on the other, 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.

No. MC 116073 (Sub-No. 133), filed August 24, 1970. Applicant: BARRETT MOBILE HOME TRANSPORT, INC., 1825 Main Avenue, Post Office Box 919, Moorhead, Minn. 56560. Applicant's representative: Robert G. Tessar (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers* designed to be drawn by passenger automobiles, in initial movements, from Mount Jackson, Va., to points in Alabama, Arkansas, Delaware, Florida, Georgia, Indiana, Kentucky, Maryland, Mississippi, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, West Virginia, Illinois, Louisiana, Missouri, New Jersey, New York, 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 Washington, D.C.

No. MC 116077 (Sub-No. 303), filed August 17, 1970. Applicant: ROBERTSON TANK LINES, INC., 5700 Polk Avenue, Post Office Box 1505, Houston, Tex. 77001. Applicant's representative: Pat H. Robertson, Suite 401, First National Life Building, Austin, Tex. 78701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Chemicals*, dry, in bulk, from points in Texas to points in the United States, except Alaska; and (2) *chemicals*, dry, from points in Louisiana to points in the United States, except Alaska, Arizona, California, Colorado, Idaho, Montana, Nebraska, Nevada, North Dakota, Oregon, South Dakota, Utah, Washington, and Wyoming. **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 states no duplicating authority is being sought. If a hearing is deemed necessary, applicant requests it be held at Houston, Tex., or New Orleans, La.

No. MC 116133 (Sub-No. 5), filed September 4, 1970. Applicant: POLLARD DELIVERY SERVICE, INC., Washington National Airport, Washington, D.C. 20001. Applicant's representative: Russell S. Bernhardt, 1625 K Street NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities which because of size or weight require special equipment), between points in Warren, Page, and Shenandoah Counties, Va., on the one hand, and, on the other, Dulles International Airport, Chantilly, Va., Washington National Airport, Gravelly Point, Va., and Friendship International Airport, Anne Arundel County, Md., restricted to traffic having a prior, or subsequent movement by air. **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 116314 (Sub-No. 17), filed August 26, 1970. Applicant: MAX BINSWANGER TRUCKING, 13846 Alondra Boulevard, Santa Fe Springs, Calif. 90670. Applicant's representative: Carl H. Fritze, 1545 Wilshire Boulevard, Suite 606, Los Angeles, Calif. 90017. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pozzolan*, in bulk, (1) from Panaca, Nev., to points in California, and (2) between points in California, restricted to traffic having a prior movement by rail. **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 116849 (Sub-No. 1), filed September 3, 1970. Applicant: ISLAND TRANSPORTATION CORP., 86 Garden Street, Westbury, N.Y. Applicant's representative: Arthur J. Piken, 160-16 Jamaica Avenue, Jamaica, N.Y. 11432. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, from Stamford, Conn., to points in Bronx, Westchester, Putnam, and Dutchess Counties, N.Y. **NOTE:** Applicant states it proposes to tack with existing authorities at Bronx, N.Y., to perform a through service. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 116858 (Sub-No. 9), filed August 28, 1970. Applicant: J & M CARRIERS CORP., 43-06 54th Road, Maspeth, N.Y. 11378. Applicant's representative: Morton E. Kiel, 140 Cedar Street, New York, N.Y. 10006. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise* as is distributed by a premium stamp redemption center in redemption of premium stamps, (1) from points in Maryland on and east of U.S. Highway 15, and those

in Washington County, Md.; points in Delaware, District of Columbia, and points in Pennsylvania on and east of U.S. Highway 15 and points in Cumberland and Franklin Counties, Pa., to Metuchen and Jersey City, N.J., (2) from Westchester, Putnam, Dutchess, Orange, Rockland, Sullivan, Broome, and Ulster Counties, N.Y., and Fairfield, New Haven, Litchfield, Hartford, and Middlesex Counties, Conn., to Metuchen and Jersey City, N.J., (3) from Nassau and Suffolk Counties, N.Y., to Jersey City, N.J., and (4) from points in New Jersey, except points in Bergen, Passaic, Hudson, Essex, Union, and Middlesex Counties, to Jersey City, N.J., under contract with Sperry & Hutchinson Co. NOTE: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 117563 (Sub-No. 3), filed September 8, 1970. Applicant: JOHN T. PESCHKE, Post Office Box 506, Waubay, S. Dak. 57273. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Liquid animal feed supplements*, in bulk, from the plantsite of Cargill, Inc., Savage, Minn., to points in South Dakota on and north of South Dakota Highway 34 and east of the Missouri River from Pierre to the North Dakota boundary and (2) *animal and poultry feed*, dry, from the plantsite of Cargill, Inc., Gluck, Minn., to points in South Dakota on and north of South Dakota Highway 34 and east of the Missouri River from Pierre to the North Dakota boundary. 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., or Aberdeen, S. Dak.

No. MC 117760 (Sub-No. 6), filed September 1, 1970. Applicant: FLOYD A. SCHEIB, INC., Rural Delivery No. 2, Hegins, Pa. 17938. Applicant's representative: Kenneth R. Davis, 999 Union Street, Taylor, Pa. 18517. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Clay*, crude or ground, in bags on pallets, from Clayburne, Ky., to Hegins, Pa., and (2) *talc, soap stone, or pyrophyllite*, powdered or pulverized, in bags on pallets, from Gouverneur, N.Y., to Hegins, Pa., restricted to transportation on flat bed semitrailers equipped with mechanical unloading devices. 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 Harrisburg, Pa.

No. MC 118159 (Sub-No. 101), filed August 26, 1970. Applicant: EVERETT LOWRANCE, INC., 4916 Jefferson Highway, New Orleans, La. 70121. Applicant's representative: David D. Brunson, 419 Northwest Sixth Street, Oklahoma City, Okla. 73102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Glassware and bottles* from Brooklyn, N.Y., and (2) *cocoa* from Chicago, Ill.; to points in Louisiana. NOTE: Applicant

states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held in either Dallas, Tex., Oklahoma City, Okla., or Washington, D.C.

No. MC 118288 (Sub-No. 36), filed August 31, 1970. 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) *Display and advertising material*; and (2) *foodstuffs*, from Cowley, Wyo., to points in Washington, Oregon, Idaho, Utah, Nevada, California, Montana, Arizona, Colorado, New Mexico, Texas, Oklahoma, Kansas, Nebraska, South Dakota, North Dakota, and Wyoming. NOTE: Applicant states that it is possible to tack at Cowley, Wyo., but indicates that it has no present intention to tack. 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 Portland, Oreg.

No. MC 118904 (Sub-No. 21), filed July 23, 1970. Applicant: MOBILE HOME EXPRESS, LTD. 1915 F Avenue, Lawton, Okla. Applicant's representative: David D. Brunson, 419 Northwest Sixth Street, Oklahoma City, Okla. 73102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Trailers* designed to be drawn by passenger automobiles in initial movements, (2) *buildings*, complete, knocked down, or in sections when transported on wheeled undercarriages with hitchball connectors, from points in Bell and Hall Counties, Tex., 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 Oklahoma City, Okla., or Dallas, Tex.

No. MC 119880 (Sub-No. 41), filed September 2, 1970. Applicant: DRUM TRANSPORT, INC., Post Office Box 2056, East Peoria, Ill. 61611. 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: *Alcoholic liquors*, in bulk; (a) from Mobile, Ala., New Orleans, La., and Houston, Tex., to St. Louis, Mo.; (b) from the port of entry at the international boundary line between the United States and Canada located at or near Blaine, Wash., to Boston, Mass., Detroit, Mich., and Minneapolis, Minn.; and (c) between the port of entry on the international boundary line between the United States and Canada located at or near Blaine, Wash., on the one hand, and, on the other, Bardstown, Louisville, and Owensboro, Ky. 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 119988 (Sub-No. 33), filed August 28, 1970. Applicant: GREAT WESTERN TRUCKING CO., INC., Highway 103 East, Post Office Box 1384, Lufkin, Tex. 75901. Applicant's representative: Bennie W. Haskins (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry animal and poultry feed and feed ingredients*, except in tank and hopper-type vehicles; (1) from Laurel, Miss., to points in Texas; and (2) from Brookhaven, Miss., to points in Arkansas 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 Houston or Dallas, Tex.

No. MC 123048 (Sub-No. 177), filed September 2, 1970. Applicant: DIAMOND TRANSPORTATION SYSTEM, INC., 1919 Hamilton Avenue, Racine, Wis. 53401. Applicant's representatives: Paul C. Gartzke, 121 West Doty Street, Madison, Wis. 53703, and Paul L. Martinson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Agricultural machinery and implements*; (2) *tractors*; (3) *industrial, construction, excavating and material handling equipment*; (4) *trailers* designed for the transportation of above commodities; (5) *cabs* for (1), (2), and (3) above; (6) *internal combustion engines*; (7) *attachments* for (1), (2), and (3) above; and (8) *parts* for (1) through (7) above, from the plant and warehouse sites and storage facilities of J. I. Case Co., at or near Bettendorf and Burlington, Iowa, and at or near Racine, Wis., to points in the United States, including Alaska and 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 Chicago, Ill., or Washington, D.C.

No. MC 123048 (Sub-No. 178), filed September 2, 1970. Applicant: DIAMOND TRANSPORTATION SYSTEM, INC., 1919 Hamilton Avenue, Racine, Wis. 53401. Applicant's representatives: Paul C. Gartzke, 121 West Doty Street, Madison, Wis. 53703, and Paul L. Martinson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Scaffolding shoring, grandstands, and bleachers*; (2) *attachments and accessories* for (1) above; (3) *parts* for (1) and (2) above, from Milwaukee, Wis., and Rochester, Ind., 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 Chicago, Ill., or Washington, D.C.

No. MC 124078 (Sub-No. 451), filed August 19, 1970. Applicant: SCHWERTMAN 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: *Cement and mortar*, from Fairborn, Ohio, and points within 1 mile thereof, to points in Ohio and to points in that part of Kentucky more than 175 miles from Fairborn, Ohio. NOTE: Applicant states that the requested authority can be tacked with its existing authority but indicated 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 Columbus, Ohio.

No. MC 124078 (Sub-No. 453), filed August 28, 1970. Applicant: SCHWERTMAN 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: *Fly ash*, from points in Alabama (except points in Shelby County, Ala.), North Carolina, South Carolina, and Tennessee to points in Georgia. NOTE: Applicant states that tacking is possible although not intended with its Sub-No. 136 via Brunswick, Ga., to Florida, Sub-No. 133 from Grahamville and Paradise, Ky., via Tennessee to Georgia, and Sub-No. 279 from Cleveland, Va., via North Carolina or South Carolina to Georgia. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 124111 (Sub-No. 27) (Amendment) filed August 10, 1970, published in the FEDERAL REGISTER issue of August 27, 1970, and republished as amended this issue. Applicant: OHIO EASTERN EXPRESS, INC., 300 West Perkins Avenue, Post Office Box 2297, Sandusky, Ohio 44870. Applicant's representative: Earl J. Thomas, Thomas Building, 5850 North High Street, Worthington, Ohio 43085. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs and food products*, from points in Ohio on and north of U.S. Highway 30S to points in the Lower Peninsula of Michigan, and points in Pennsylvania on and west of U.S. Highway 219, and to Buffalo, Jamestown, Olean, Rochester, and Syracuse, N.Y. NOTE: Applicant states that tacking would be accomplished through Fremont, Sandusky, Oak Harbor, and Toledo, Ohio, in connection with applicant's existing authority from New York, N.Y., and Pittsburgh, Pa., in order to perform at through service from New York, N.Y., and Pittsburgh, Pa., into the Lower Peninsula of Michigan. The purpose of this republication is to reflect the tacking information above. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio, or Washington, D.C.

No. MC 124127 (Sub-No. 3), filed September 3, 1970. Applicant: ALLEN RUSSELL, doing business as ALLEN RUSSELL TRUCKING COMPANY, Route No. 2, Franklin, Ky. 42134. Applicant's representative: Louis J. Amato, Post Office Box E, Bowling Green, Ky. 42101. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dry fertilizer*, in bulk or in bags, from Tunis, N.C., to points in Kentucky under contract with Farmers Chemical Association, Inc., and Southern States Cooperative, Inc. NOTE: If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn.

No. MC 124211 (Sub-No. 156), filed August 24, 1970. Applicant: HILT TRUCK LINE, INC., Post Office Box 988, Omaha, Nebr. 68101. Applicant's representative: Thomas L. Hilt (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Vault doors, safes, safe deposit boxes, filing cabinets, and security equipment; plumbing, heating and cooling equipment and supplies; angles and channels; hardware; plastic articles; cloth, dry goods or fabrics; adhesives; booths; doors, windows, boards, panels, partitions, shutters, building anchors, aluminum articles, door and window frames; elevators and conveyors; and, disposal units; and, equipment, materials, parts, supplies, and accessories used or useful in the installation, sale and distribution of the aforementioned commodities, from points in Butler and Hamilton Counties, Ohio, and Cincinnati, Ohio, to points in the United States west of U.S. Highway 61, 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 Washington, D.C.*

No. MC 124211 (Sub-No. 160), filed September 8, 1970. Applicant: HILT TRUCK LINE, INC., Post Office Drawer 988 DTS, Omaha, Nebr. 68101. Applicant's representative: Thomas L. Hilt (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Magazines, periodicals, publications, and printed matter; and, materials, equipment, and supplies useful in the manufacture and distribution of magazines, periodicals, publications, and printed matter, from points in Lancaster County, Nebr., to points in the United States (except Hawaii); and (2) materials, equipment, and supplies useful in the manufacture and distribution of commodities in (1) above from points in the United States (except Hawaii), to points in Lancaster County, Nebr. NOTE: No duplicating authority is sought. Applicant states that it is willing to restrict this application against tacking with its presently held authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.*

No. MC 124796 (Sub-No. 71), filed August 20, 1970. Applicant: CONTINENTAL

CONTRACT CARRIER CORP., 15045 East Salt Lake Avenue, Post Office Box 1257, City of Industry, Calif. 91747. Applicant's representative: J. Max Harding, 605 South 14th Street, Post Office Box 2028, Lincoln, Nebr. 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Auto parts and accessories, automotive jacks, cranes not self-propelled, hand tools, pneumatic tools, advertising matter, premium racks and display cases, signs and electric tools, metal castings, oil filters, air filters and component parts, from the plantsite and warehouse facilities utilized by Tenneco, Inc., Walker Division, at or near Jonesboro, Ark., to points in the United States (except Alaska and Hawaii); and (2) returned shipments and materials, equipment, and supplies utilized in the manufacturing, sale and distribution of commodities in (1) above, from points in the United States (except Alaska and Hawaii) to Jonesboro, Ark., restricted against the transportation of commodities in bulk, or those which by reason of size or weight require the use of special equipment. All shipments to either originate or terminate at the plantsite or distribution facilities utilized by Tenneco, Inc., Walker Division at Jonesboro, Ark., under continuing contract with Tenneco, Inc., Walker Division. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Memphis, Tenn.*

No. MC 125996 (Sub-No. 15), filed August 31, 1970. Applicant: ROAD RUNNER TRUCKING, INC., Post Office Box 37491, Millard, Nebr. 68137. Applicant's representative: George Bacon (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned and packaged animal and pet food, and canned and packaged foodstuffs, from Siloam Springs and Gentry, Ark., and the plantsite of Allen Canning Co., located approximately 10 miles northeast of Siloam Springs, Ark., and from Kansas, Okla., and Proctor, Okla., to points in Arizona, California, Iowa, Minnesota, Nebraska, New Mexico, North Dakota, Oregon, South Dakota, Wisconsin, Washington, and those points in Texas located on the west of U.S. Highway 83. NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.*

No. MC 126255 (Sub-No. 3), filed August 14, 1970. Applicant: WALTER M. BUTLER, JR., 605 East College Avenue, Salisbury, Md. 21801. Applicant's representative: Russell S. Bernhard, 1625 K Street NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), between the Salisbury-Wicomico Airport, Salisbury, Md., and*

points within 25 air miles of said airport. **NOTE:** Applicant states it proposed to tack its existing authority in MC 126255 (Sub-No. 1) with the authority here sought at Salisbury-Wicomco Airport. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 126583 (Sub-No. 4), filed August 28, 1970. Applicant: KOZY MOVING & STORAGE, 101 Benicia Road, Vallejo, Calif. 94590. Applicant's representative: Edward J. Hegarty, 100 Bush Street, San Francisco, Calif. 94104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used household goods*, between points in Alameda, Lake, Marin, Sacramento, San Francisco, San Joaquin, San Mateo, and Yolo 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 the proposed authority could be tacked with its MC 126583 Sub 1 to permit a Kingpac type service within a radius of approximately 70 miles from Vallejo, Calif. If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC-126715 (Sub-No. 3), filed August 27, 1970. Applicant: TRANSPORT SERVICE, a corporation, 6395 Southeast Alberta Street, Portland, Ore. 97206. Applicant's representative: John G. McLaughlin, 726 Blue Cross Building, Portland, Ore. 97201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products, and fertilizer*, between points in Klamath County, Ore., on the one hand, and, on the other, points in Modoc, Siskiyou, Lassen, and Shasta Counties, Calif., and Washoe County, Nev. **NOTE:** Common control may be involved. Applicant states that it intends to tack at Klamath Falls, Ore., for service between Portland, Ore., and Pasco, Wash., on the one hand, and, on the other, points in the northern California counties here requested. If a hearing is deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 126869 (Sub-No. 3), filed September 3, 1970. Applicant: M & W TRUCKING, INC., Post Office Box 58, Bowdon, Ga. 30108. Applicant's representative: Monty Schumacher, Suite 310, 2045 Peachtree Road NE., Atlanta, Ga. 30309. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Solid and semipneumatic tires, plastic or rubber handle bar grips, pedals, and mud flaps, plastic streamers and wheels, steel wheels, and wheels mounted with solid or semipneumatic tires, and rubber and plastic tile, and floor products, and wall facing strips*, from Bowdon, Ga., to points in Delaware, Florida, Iowa, Maryland, Massachusetts, New Jersey, New York, North Carolina, Oklahoma, Pennsylvania, Rhode Island, South Carolina,

Virginia, West Virginia, and Wisconsin, Connecticut, and Minnesota, (2) *materials, equipment, and supplies* used in the production of the above named commodities, from the destination States in (1) above to Bowdon, Ga., (3) *rubber and plastic tile and floor products, and wall facing strips*, from Bowdon, Ga., and Tuscumbia, Ala., to points in Alabama, Arkansas, Delaware, Florida, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maryland, Massachusetts, Mississippi, Missouri, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Virginia, West Virginia, and Wisconsin, Connecticut, and Minnesota, (4) *materials, equipment, and supplies* used in the production of the above-named commodities, from the destination States in (3) above to Bowdon, Ga., and Tuscumbia, Ala., Restriction: The operations authorized herein are limited to a transportation service to be performed, under a continuing contract, or contracts, with the Textile Rubber Co., Inc., of Bowdon, Ga. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga., or Washington, D.C.

No. MC 127411 (Sub-No. 2), filed August 24, 1970. Applicant: KERDELL WITTMER, doing business as WITTMER TRUCKING SERVICE, Napoleon, N. Dak. 58561. Applicant's representative: Gordon O. Hoberg, Napoleon, N. Dak. 58561. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Beer, malt beverages, and soft drinks*, (a) from St. Louis, Mo., to Ashley, N. Dak., and (b) from Minneapolis, Minn., to Ashley, N. Dak., under contract with Ashley Distributing Co. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Fargo or Bismarck, N. Dak.

No. MC 128024 (Sub-No. 4), filed August 24, 1970. Applicant: BUILDING TRANSPORTATION COMPANY, a corporation, 6100 North Central Expressway, Dallas, Tex. 75206. Applicant's representative: Hugh T. Matthews, 630 Fidelity Union Tower, Dallas, Tex. 75201. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Portable buildings*, between points in the United States, under contract with Morgan Portable Building Company. **NOTE:** Applicant states tacking possibilities, but states that would be no point in tacking as it is within scope of sought authority. If further states no duplicate authority is being sought and it would relinquish present authority if the instant application is granted. If a hearing is deemed necessary, applicant requests it be held at Dallas or Fort Worth, Tex.

No. MC 128772 (Sub-No. 3) (Amendment), filed August 10, 1970, published in the FEDERAL REGISTER issue of September 3, 1970, and republished in part, as amended this issue. Applicant: STAR BULK TRANSPORT, INC., 827 North Front Street, New Ulm, Minn. 56073. Applicant's representative: Charles E. Nieman, 1160 Northwestern Bank Building, Minneapolis, Minn. 55402. The

purpose of this partial republication is to substitute Pace Dairy Foods Co. in lieu of the Kroger Co. as supporting shipper as was previously published. The rest of the application remains as published.

No. MC 129631 (Sub-No. 14), filed August 31, 1970. Applicant: PACK TRANSPORT, INC., Post Office Box 17233, Salt Lake City, Utah 84117. Applicant's representative: Gwyn D. Davidson (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building materials*, (1) between points in Bannock, Franklin, and Oneida Counties, Idaho, on the one hand, and, on the other, points in Idaho; (2) between points in Cache County, Utah (except Logan and Smithfield), on the one hand, and, on the other, points in Utah; and (3) from points in Idaho and Montana to points in Arizona. **NOTE:** Applicant states it proposes to tack with existing authorities at Bannock County, Idaho. If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, Utah.

No. MC 133065 (Sub-No. 12) (Amendment), filed August 3, 1970, published in the FEDERAL REGISTER issue of August 20, 1970, and republished as amended this issue. Applicant: ECKLEY TRUCKING AND LEASING, INC., Mead, Nebr. 68041. Applicant's representative: Frederick J. Coffman, 521 South 14th Street, Post Office Box 806, Lincoln, Nebr. 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting (1) *Equipment, materials, and supplies* used in the manufacture of metal buildings, grain tanks, grain crop dryers, and hydraulic presses, and *component parts thereof*, from Chicago, Ill., and its commercial zone, the plantsite of Jones & Laughlin Steel Corp. in Putnam County, Ill., and the plantsite of Bethlehem Steel Corp. at Burns Harbor, Ind., to the plantsite and storage facilities of the Behlen Manufacturing Co., at or near Columbus, Nebr., and (2) *iron and steel articles* having an immediately prior movement by water, from Omaha, Nebr., to the plantsite and storage facilities of Behlen Manufacturing Co. at or near Columbus, Nebr., under continuing contract with Behlen Manufacturing Co. **NOTE:** Common control may be involved. The purpose of this republication is to add part (2) above. If a hearing is deemed necessary, applicant requests it be held at Lincoln or Omaha, Nebr.

No. MC 133076 (Sub-No. 2), filed August 27, 1970. Applicant: P. STANLEY COBANE, doing business as COBANE AIR FREIGHT, Box 3, Rural Route 1, Deer Grove, Ill. 61243. 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: *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 points in Carroll, Henry, and Knox Counties, Ill., on the one hand, and, on

the other, O'Hare International Airport, Midway Airport, and Meigs Field, at or near Chicago, Ill., restricted to traffic having prior or subsequent movement by air, and also authorizes carrier to interline with air freight carriers operating out of named airports. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 133190 (Sub-No. 1), filed August 24, 1970. Applicant: MORGANTOWN TRUCKING CO., INCORPORATED, 122 Tredco Drive, Nashville, Tenn. 37219. Applicant's representative: Robert M. Pearce, Post Office Box E, Bowling Green, Ky. 42101. Authority sought to operate as a *common carrier*, by motor vehicle, over 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 Nashville, Tenn., and Bowling Green, Ky., from Nashville over Interstate Highway 65 to its junction with U.S. Highway 231, thence over U.S. Highway 231 to Bowling Green and return over the same route, serving no intermediate points, and serving Bowling Green for purposes of joinder only, as an alternate route for operating convenience only. NOTE: Applicant requests concurrent handling with No. MC-F-10932, published in the FEDERAL REGISTER issue of September 2, 1970. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn.

No. MC 133779 (Sub-No. 3), filed August 27, 1970. Applicant: FUNDIS COMPANY, a corporation, Broadway at Cornell, Lovelock, Nev. 89419. Applicant's representative: Pete Fundis (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Diatomaceous earth* (diatomite), (2) *mixtures of diatomaceous earth and alkyl naphthalene and sodium sulfonate*, and (3) *wood pulp* (except in bulk), from Clark Station, Washoe County, and Colado Junction, Pershing County, Nev., to points in and north of Monterey, San Benito, Merced, Madera, Tuolumne, and Alpine Counties, Calif. NOTE: If a hearing is deemed necessary, applicant requests it be held at Reno, Nev., Carson City, Nev., or San Francisco, Calif.

No. MC 134085 (Sub-No. 3), filed September 4, 1970. Applicant: TRANSLORIC TRUCKING CORP., 720 Tonnele Avenue, Jersey City, N.J. 07306. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J. 07306. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Spaghetti, macaroni, and products thereof, equipment, materials and supplies used in the manufacture and sale of the foregoing products*, between the facilities of A. Zeregas & Son, Fair Lawn, N.J., on the one hand, and, on the other, New York, N.Y.; points in Nassau, Suffolk, Orange, Rockland and Westchester Counties, N.Y., and Fairfield County, Conn. 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 New York, N.Y., or Washington, D.C.

No. MC 134323 (Sub-No. 7), filed August 24, 1970. Applicant: JAY LINES, INC., Post Office Box 1644, 6210 River Road, Amarillo, Tex. 79109. Applicant's representative: Duane W. Acklie, 521 South 14th Street, Post Office Box 806, Lincoln, Nebr. 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Plastic materials or products*, liquid or other than liquid, *plastic film or sheeting*; and *plastic cloth* (except in bulk), from points in Bergen, Camden, Middlesex, Somerset, and Union Counties, N.J., to points in Arkansas, California, Colorado, Kansas, Missouri, Nebraska, and Texas under a continuing contract with Union Carbide Corp. NOTE: If a hearing is deemed necessary, applicant requests it be held at Omaha or Lincoln, Nebr.

No. MC 134448 (Sub-No. 1), filed August 24, 1970. Applicant: COLEMAN BRAGG, Packwood, Iowa 52580. Applicant's representative: Kenneth F. Dudley, 611 Church Street, Post Office Box 279, Ottumwa, Iowa 52501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Prepared feed*, in bags, from Waterloo, Ill., to points in Iowa, Minnesota, and Nebraska; and (2) *fertilizer*, in bags, from Fremont, Nebr., to points in Illinois, Iowa, and Minnesota. NOTE: If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa, or Omaha, Nebr.

No. MC 134494 (Sub-No. 1), filed August 27, 1970. Applicant: WAYNE DANIEL, doing business as WAYNE DANIEL TRUCK, Post Office Box 303, Mount Vernon, Mo. 65712. Applicant's representative: Harry Ross, 848 Warner Building, Washington, D.C. 20004. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Candy and confectionery products*, from St. Louis, Mo., and points within the commercial zone of St. Louis, Mo., to points in Nevada, California, and Oregon, under contract with Sunline, Inc. NOTE: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 134622 (Sub-No. 2), filed August 28, 1970. Applicant: SATURN SPECIALTIES COMPANY INC., 520 North Virginia, Oklahoma City, Okla. Applicant's representative: David D. Brunson, 419 Northwest 6, Oklahoma City, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fresh meats and fresh meats frozen as included in section A of appendix I to the report in Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from plant-site of Swift & Co., Guymon, Okla., to points in Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Maryland, Virginia, and the District of Columbia. NOTE: Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary,

applicant requests it be held at Oklahoma City, Okla.; Washington, D.C., or Dallas, Tex.

No. MC 134824 (Sub-No. 1), filed September 3, 1970. Applicant: FOREST PRODUCTS TRANSPORTS, INC., 216 Newsom Building, Columbia, Miss. 39429. Applicant's representative: Harold D. Miller, Jr., 700 Petroleum Building, Post Office Box 22567, Jackson, Miss. 39205. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Wood chips*, from the plantsite of Georgia-Pacific Corp. at or near Goss Community, Miss., to the plant or facilities of the Crown-Zellerbach Co. at or near Bogalusa, La., and the plant or facilities of The St. Regis Paper Co. at or near Mobile, Ala.; and (2) *lumber*, from the plant of Georgia-Pacific Corp. at or near Goss Community, Miss., to points in Alabama, Louisiana, Tennessee, Georgia, and Florida, under contract with Georgia-Pacific Corp. NOTE: If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss.

No. MC 134873, filed August 18, 1970. Applicant: ERVIN E. ERDMANN, Route No. 1, Dakota, Minn. 55925. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Cheese*, from Ridgeway, Minn., located in Winona County, 14 miles from the city of Winona, Minn., to Viroqua, Wis., under contract with Borden, Inc., located at Viroqua, Wis. NOTE: If a hearing is deemed necessary, applicant requests it be held at La Crosse, Wis., Winona, Rochester, or Minneapolis, Minn.

No. MC 134892, filed August 24, 1970. Applicant: CLASSIC FURNITURE TRANSFER, INC., 800 Main Street, Paterson, N.J. 07503. Applicant's representatives: Edward M. Alfano and John L. Alfano, 2 West 45th Street, New York, N.Y. 10036. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *New furniture*, uncrated and crated, from carrier's warehouse at Paterson, N.J., to points in New Jersey, New York, N.Y., and points in Albany, Columbia, Dutchess, Greene, Nassau, Orange, Putnam, Rensselaer, Rockland, Schenectady, Suffolk, Sullivan, Ulster, and Westchester Counties, N.Y.; and (2) *returned shipments of new furniture*, uncrated or crated, from points in New Jersey, New York, N.Y., and points in Albany, Columbia, Dutchess, Greene, Nassau, Orange, Putnam, Rensselaer, Rockland, Schenectady, Suffolk, Sullivan, Ulster, and Westchester Counties, N.Y., to carrier's warehouse at Paterson, N.J., under contract with Triad Distributors, The Singer Co., Unagusta Manufacturing Corp., and Madison House Industries. NOTE: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 134894, filed August 21, 1970. Applicant: JOHN J. WOODSIDE STORAGE CO., INC., 255 Edgewood Avenue, SE., Atlanta, Ga. 30303. Applicant's representative: Monty Schumacher, Suite 310, 2045 Peachtree Road NE., Atlanta, Ga. 30309. Authority sought to operate

as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used household goods*, as defined by the Commission, and unaccompanied baggage and personal effects, between points in Georgia, and Barbour, Chambers, Cherokee, Cleburn, De Kalb, Henry, Houston, Jackson, Lee, Randolph, and Russell Counties, Ala.; and Baker, Columbia, Gadsden, Hamilton, Jackson, Jefferson, Leon, Madison, and Nassau Counties, Fla.; and Cherokee, Clay, and Macon Counties, N.C.; and Abbeville, Aiken, Allendale, Anderson, Barnwell, Beaufort, Edgefield, Hampton, Jasper, McCormack, and Oconee Counties, S.C.; and Bradley, Hamilton, Marion, Polk, and Sequatchie Counties, Tenn. Restriction: The operations authorized herein are subject to the following conditions: Said operations are restricted to the transportation of traffic having a prior or subsequent movement, in containers, except as to unaccompanied baggage and personal effects, beyond the points authorized. Said operations are 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: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 134900 (Sub-No. 1), filed September 2, 1970. Applicant: NIATCO TRUCKING CORP., 145 Price Parkway, Farmingdale, N.Y. 11738. Applicant's representative: Jerome G. Greenspan, 404 Clarendon Road, Uniondale, N.Y. 11553. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Appliances* such as refrigerators, freezers, air conditioners, dehumidifiers, radar ranges, ovens, and accessories for such products, (a) from points in Farmingdale (Suffolk County), N.Y., to points in Fairfield, Middlesex, and New Haven Counties, Conn.; and (b) from points in Farmingdale (Suffolk County), N.Y., to points in Ocean, Monmouth, Middlesex, Mercer, Hunterdon, Warren, Sussex, Morris, Essex, Union, Somerset, Passaic, Bergen, and Hudson Counties in New Jersey, under contract with Amana Refrigeration, New York. NOTE: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or New Jersey.

No. MC 134901 (Sub-No. 1), filed September 2, 1970. Applicant: UNITED TRUCKING CORP., 499 Ocean Parkway, Brooklyn, N.Y. Applicant's representative: Bert Collins, 140 Cedar Street, New York, N.Y. 10006. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Air cleaners, air coolers, air conditioners, heaters*, loose, on skids or lift-truck pallets or platforms; in packages, and parts thereof, between Carteret, N.J., on the one hand, and, on the other, points in Nassau, Suffolk, Westchester, Orange, Rockland, Ulster, Putnam, and Dutchess Counties, N.Y., and points in the New York, N.Y., commercial zone, under contract with American Stand-

ard. NOTE: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 134903, filed August 26, 1970. Applicant: KENTUCKY MOTOR FREIGHT, INC., 110 Crestwood Avenue, Louisville, Ky. 40206. Applicant's representative: George M. Catlett, 703-706 McClure Building, Frankfort, Ky. 40601. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment); (1) between Louisville, Ky., and Ashland, Ky., over U.S. Highway 60 and return over the same route, serving all intermediate points except those west of Owingsville, Ky., and points in its commercial zone; (2) between Russell, Ky., and Catlettsburg, Ky., over U.S. Highway 23, and return over the same route, serving all intermediate points; and (3) between Louisville, Ky., and the junction of Interstate Highway I64 and U.S. Highway 60 near Frankfort, Ky., over Interstate Highway I64; and between Lexington, Ky., and the junction of Interstate Highway I64 and U.S. Highway 23, over Interstate Highway I64, serving no intermediate points, as an alternate route for operating convenience only. The authority in paragraphs (1), (2), and (3) next above restricted against service to those points in West Virginia lying within the Catlettsburg, Ky., commercial zone. NOTE: If a hearing is deemed necessary, applicant requests it be held at Lexington or Louisville, Ky.

No. MC 134906, filed August 28, 1970. Applicant: CAPE AIR FREIGHT, INC., Post Office Box 905, Cape Girardeau, Mo. 63701. Applicant's representative: Ernest A. Brooks, III, 1301 Ambassador Building, St. Louis, Mo. 63101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, except classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment, restricted to traffic having a prior or subsequent movement by air, between Cape Girardeau Municipal Airport, Cape Girardeau, Mo., and points in Kentucky. NOTE: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 134907, filed August 30, 1970. Applicant: CLINTON EXPRESS COMPANY, a corporation, 49 Second Street, New Vienna, Ohio 45159. Applicant's representative: A. Charles Tell, 100 East Broad Street, Columbus, Ohio 45159. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular route, transporting: *Plastic containers and closures; related materials and supplies* used in the packaging and shipment thereof; and *related capping equipment*, from New Vienna, Ohio to points in the United States (except Alaska and Hawaii) and *equipment, materials, and supplies* used in the manufacture and shipping of the commodities set forth

above, on return, under contract with Buckeye Molding Co. NOTE: If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 134919, filed September 2, 1970. Applicant: A & D RENTALS, INC., Upper Jersey Avenue, Box 52, North Brunswick, N.J. 08902. Applicant's representative: Maxwell A. Howell, 1120 Investment Building, 1511 K Street NW., Washington, D.C. 20005. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, from Baltimore, Md., New York, N.Y., commercial zone, Newark, N.J., Latrobe, Pa., Natick and Williamansett, Mass., to the New York, N.Y., commercial zone and points in Middlesex, Mercer, Somerset, Hunterdon, Union, Morris, Monmouth, Essex, Sussex, Warren, and Passaic Counties, N.J., and Merrimack, N.H., under contract with High Grade Beverage, a New Jersey corporation, Delaware Valley Distributors, Inc., The W. H. Cawley Co., and L. A. Piccirillo, Inc. NOTE: If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.

No. MC 134920, filed September 3, 1970. Applicant: BARSON TRUCKING, INC., 15 Johnston Avenue, Jersey City, N.J. 07302. Applicant's representative: L. Agnew Myers, Jr., Suite 1122 Warner Building, Washington, D.C. 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, except those of unusual value, livestock, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between points in Fairfield, Middlesex, and New Haven Counties, Conn.; points in Nassau, Suffolk, Westchester, Rockland, Bronx, Kings, New York (Manhattan), Queens, and Richmond Counties, N.Y., and points in Bergen, Essex, Hudson, Hunterdon, Mercer, Middlesex, Monmouth, Morris, Passaic, Somerset, Sussex, Union, and Warren Counties, N.J., restricted to traffic moving from or to terminal facilities of Clipper Carloading Co. NOTE: If a hearing is deemed necessary, applicant requests it be held at Jersey City or Newark, N.J., or New York, N.Y.

MOTOR CARRIERS OF PASSENGERS

No. MC 1515 (Sub-No. 155), filed September 2, 1970. Applicant: GREYHOUND LINES, INC., 1400 West Third Street, Cleveland, Ohio 44113. Applicant's representative: Barrett Elkins (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage and express and newspapers* in the same vehicle with passengers, between the Carlisle Interchange of the Pennsylvania Turnpike at Middlesex, Pa., and Philadelphia, Pa., from the Carlisle Interchange of the Pennsylvania Turnpike at Middlesex over the Pennsylvania Turnpike to Interchange No. 24, thence over Interstate Highway 76 via King of Prussia to Philadelphia, and return over the same route, serving the

intermediate point of King of Prussia, Pa., and the termini along the Pennsylvania Turnpike for the purpose of joinder only. NOTE: Applicant states it presently holds authority to conduct operations between the Carlisle Interchange at Middlesex and Philadelphia, Pa., over the Pennsylvania Turnpike to King of Prussia, thence over Pennsylvania Highway 23 to Philadelphia, serving no intermediate points, and serving the termini on the Pennsylvania Turnpike for the purpose of joinder only, as contained in Certificate No. MC 1501 Sub 92 (renumbered MC 1515 Sub 8), Sheet No. 13, paragraph 2. Simultaneously upon the granting of authority in this application, applicant requests this authority be revoked which authorized operations substantially the same as that requested herein, but without service to the intermediate point of King of Prussia, Pa., and via Highway 23, between Interchange No. 24 and Philadelphia, rather than Interstate Highway 76. Applicant presently also holds Deviation Authority between King of Prussia, Pa., and Philadelphia, Pa., via the Schuylkill Expressway (Interstate Highway 76, formerly Interstate Highway 80S) serving no intermediate points, as contained in Docket MC 1515, Deviation No. 145. Therefore, by authority contained in MC 1501 Sub 92 (renumbered MC 1515 Sub 8) and Deviation Authority contained in MC 1515, Deviation No. 154, applicant presently holds authority over the route requested herein with the exception of not having authority to serve the intermediate point of King of Prussia, Pa. Applicant has filed this application to obtain authority to serve King of Prussia, Pa. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 74761 (Sub-No. 16), filed August 26, 1970. Applicant: TAMAMI TRAIL TOURS, INC., 455 East 10th Avenue, Hialeah, Fla. 33011. Applicant's representative: James E. Wharton, 506 First National Bank Building, Post Office Box 231, Orlando, Fla. 32802. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers, baggage, newspapers, and light express*; (1) between Ashton and Kissimmee, Fla., over U.S. Highway 441, serving all intermediate points; (2) between intersection Florida Highways 15 and 528 southeast of Orlando, and intersection Florida Highways 528 and U.S. Highway 441, over Florida Highway 528, serving all intermediate points with right of joinder at U.S. Highway 441; (3) between Kissimmee, Fla., and intersection Florida Highway 530 and U.S. Highway 27, over Florida Highway 530, serving all intermediate points; (4) between intersection Florida Highway 530 and U.S. Highway 27 and Haines City, Fla., over U.S. Highway 27, serving all intermediate points with right of joinder at Interstate Highway 4 with applicant's existing authority; (5) between Kissimmee, Fla., and intersection Florida Highway 535 and Interstate Highway 4, over Florida Highway 535, serving all intermediate points; and (6) applicant seeks authority to depart from or return to Inter-

state Highway 4 in connection with providing service over the above described service routes and its presently authorized service routes adjacent to Interstate Highway 4. NOTE: If a hearing is deemed necessary, applicant requests it be held at Orlando or Tampa, Fla.

No. MC 74761 (Sub-No. 17), filed September 3, 1970. Applicant: TAMAMI TRAIL TOURS, INC., 455 East 10th Avenue, Hialeah, Fla. 33011. Applicant's representative: James E. Wharton, 506 First National Bank Building, Orlando, Fla. 32802. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers, baggage, newspapers, mail, and light express* over the following routes: (1) Between Orlando and Gainesville, Fla. from Orlando, over U.S. Highway 441 to Gainesville, and return over the same route serving all intermediate points; (2) between Gainesville and Fannin Springs, Fla., from Gainesville, over State Road 26 to its intersection with U.S. Highways 19 and 98 at Fannin Springs, Fla., and return over the same route serving all intermediate points; (3) between Dunnellon and Ocala, Fla., from Dunnellon, over U.S. Highway 41 to point of intersection with State Road 40, thence over State Road 40 to Ocala, Fla., and return over the same route serving all intermediate points; (4) between Orlando and Gainesville, Fla., from Orlando, over various access roads to the Sunshine State Parkway to intersection with Interstate Highway 75, thence over Interstate Highway 75 to intersection with State Road 121, thence over State Road 121 to Gainesville, Fla., and return over the same route serving the intermediate point of Ocala, Fla., over various access roads connection Ocala, Fla., with Interstate Highway 75, and those access roads which directly connect points located on U.S. Highway 441 and the Sunshine State Parkway; (5) between Gainesville and Jacksonville, Fla., from Gainesville, over State Road 24 to Waldo, Fla., thence over U.S. Highway 301 to intersection with Interstate Highway 10, thence over Interstate Highway 10 to Jacksonville, Fla., and return over the same route for operating convenience only serving no intermediate points; (6) between Lakeland and Haines City, Fla., from Lakeland, over U.S. Highway 92 to Haines City, Fla., and return over the same route serving all intermediate points, and (7) between Winter Haven and Lake Alfred, Fla., from Winter Haven, over U.S. Highway 17 to Lake Alfred, and return over the same route serving all intermediate points. NOTE: If a hearing is deemed necessary, applicant requests it be held at Orlando, Ocala, Tampa, or Jacksonville, Fla.

No. MC 129678 (Sub-No. 1), filed August 26, 1970. Applicant: CHARLIE D. JORDAN, R.F.D. No. 1, Box 430, Moyock, N.C. 27958. Applicant's representative: Frank B. Aycock, Jr., Post Office Box 427, Elizabeth City, N.C. 27909. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers*, in round-trip charter operations, from points in Gates, Chowan, Perquimans, Pasquotank, Cam-

den, Currituck, and Dare Counties, N.C., to points in Virginia, Maryland, District of Columbia, Delaware, New Jersey, New York, Tennessee, West Virginia, Pennsylvania, South Carolina, Florida, Georgia, Mississippi, and Alabama. 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 Norfolk, Va., Raleigh, N.C., or Washington, D.C.

APPLICATION FOR BROKERAGE LICENSE

No. MC 130126, filed September 1, 1970. Applicant: L. J. SLAUGHTER, doing business as A-1 TOURS, 4056 Fairmount Avenue, San Diego, Calif. 92105. Applicant's representative: S. Harrison Kahn, Suite 733, Investment Building, Washington, D.C. For a license (BMC-5) to engage in operations as a *broker* at San Diego, Calif., in arranging for transportation in interstate or foreign commerce *passengers and baggage* in special or charter operations, beginning and ending at points between San Diego, Imperial, Orange, Riverside, and San Bernardino, Calif., and extending to points in the United States including Alaska and Hawaii.

APPLICATION IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN REQUESTED

No. MC 31389 (Sub-No. 131), filed September 1, 1970. Applicant: McLEAN TRUCKING COMPANY, a corporation, 617 Woughtown Street, Post Office Box No. 213, Winston-Salem, N.C. 27102. Applicant's representative: Francis W. McInerney, 1000 16th Street NW., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except commodities of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the terminal of McLean Trucking Co. at West Chester, Pa., in connection with applicant's authorized regular routes to and from Philadelphia, Pa.

No. MC 109216 (Sub-No. 10), filed August 20, 1970. Applicant: RELIABLE DELIVERY SERVICE, INC., 7701 East Rosecrans Boulevard, Paramount, Calif. Applicant's representative: Donald Murchison, 9454 Wilshire Boulevard, Suite 400, Beverly Hills, Calif. 90212. 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), from, to, or between the following points or described areas: U.S. Highway 10 between the easterly limits of the Los Angeles Basin Territory and the intersection with State Highway 62 (formerly unnumbered) at or near Whitewater; State Highway 62 between its intersection with U.S. Highway 10 at or near Whitewater and Twenty-Nine Palms, inclusive, including the off-route points of Desert Hot Springs and the U.S. Marine Corps Base

near Twenty-Nine Palms, and serving all points and places located within 5 miles laterally of said highways, in connection with carriers' presently authorized regular route operations.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Acting Secretary.

[F.R. Doc. 70-12677; Filed, Sept. 23, 1970;
8:45 a.m.]

[No. MC-133182]

JOSEPH H. IRBY AND
LEON B. CROENNE

Common Carrier Application

At a session of the Interstate Commerce Commission, Division 1, acting as an Appellate Division, held at its office in Washington, D.C., on the 10th day of September 1970.

It appearing, that by application filed September 23, 1968, applicants seek a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier by motor vehicle, of passengers and their baggage, between Biloxi, Miss., and the New Orleans Airport, New Orleans, La., over specified routes, serving the intermediate points of Gulfport, Long Beach, and Pass Christian, Miss.;

It further appearing that by report and order on further proceedings of March 25, 1970, the Commission, Review Board No. 1, granted applicants authority to transport passengers and their baggage, having a prior or subsequent movement by air, between Biloxi, Miss., and Moisant International Airport, Kenner, La., over specified routes, serving as intermediate points those points in Harrison County, Miss., located on U.S. Highway 90; and

Upon consideration of the record in the above-entitled proceeding, and of:

(1) Petitions of applicant, filed May 14, 1970, for reconsideration;

(2) Petition of Greyhound Lines, Inc., protestant, filed May 14, 1970, for reconsideration, embracing renewed request for oral hearing;

(3) Reply by applicants, filed May 22, 1970, embracing motion to strike certain portions of petition in (2) above;

(4) Reply by Greyhound Lines, Inc., protestant, filed June 8, 1970, to motion to strike in (3) above; and

It further appearing, that the evidence of record when considered in the light of the above-described pleadings shows, in the circumstances here present, (a) that a supporting shipper as well as the public in general also have a need for service at the intermediate point of Bay St. Louis; (b) that no service is sought or shown to be needed at any intermediate point in Harrison County, Miss., other than Gulfport, Long Beach, and Pass Christian, and (c) that the said report and order on further proceedings should be modified in the manner described below;

It further appearing, that because it is possible that other parties, who have relied upon the notice of the application

as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file an appropriate petition for leave to intervene in this proceeding setting forth in detail the precise manner in which it has been so prejudiced; and good cause appearing therefor:

It is ordered, That the said report and order on further proceedings of March 25, 1970, be, and it is hereby, modified by deleting the description "serving as intermediate points, those points in Harrison County, Miss., located on U.S. Highway 90", from where it appears in the findings on Sheet 18 and substituting in lieu thereof the words "serving the intermediate points of Gulfport, Long Beach, Pass Christian, and Bay St. Louis, Miss."

It is further ordered, That notice of the authority granted be published in the FEDERAL REGISTER.

It is further ordered, That in all other respects the petitions in (1) and (2) above be, and they are hereby, denied for the reasons that the findings of Review Board No. 1, as modified herein, are in accordance with the evidence and the applicable law and no sufficient or proper cause appears for reopening the proceeding for reconsideration or for further hearing.

It is further ordered, That in view of the action taken in the preceding paragraph, the said motion in (3) above, be, and it is hereby, overruled.

It is further ordered, That, unless compliance is made by applicant with the requirements of sections 215, 217, and 221(c) of the Interstate Commerce Act, within 90 days after the date of service of this order, or within such additional time as may be authorized by the Commission, the grant of authority made in the report and order entered herein on March 25, 1970, as modified herein, shall be considered as null and void, and the application shall stand denied in its entirety effective upon the expiration of the said compliance time.

By the Commission, Division 1, acting as an Appellate Division.

[SEAL] ROBERT L. OSWALD,
Acting Secretary.

[F.R. Doc. 70-12749; Filed, Sept. 23, 1970;
8:50 a.m.]

[Notice 154]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

SEPTEMBER 16, 1970.

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 FED-

ERAL 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 20783 (Sub-No. 79 TA), filed September 10, 1970. Applicant: TOMPKINS MOTOR LINES, INC., 638 Langley Place, Decatur, Ga. 30030. Applicant's representative: Archie B. Culbreth, 1252 West Peachtree Street NW., Suite 417, Atlanta, Ga. 30309. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Meats, meat products, meat byproducts and articles distributed by meat packinghouses, and dairy products, as described in sections A, B, and C of Appendix 1 to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766 (except commodities in bulk), in vehicles equipped with mechanical refrigeration from plantsite and storage facilities of Klarer Packing Co., at or near Louisville, Ky. to points in West Virginia, for 180 days. Supporting shipper: Armour and Co., 111 East Wacker Drive, Chicago, Ill. Send protests to: William L. Scroggs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 309, 1252 West Peachtree Street NW., Atlanta, Ga. 30309.

No. MC 22229 (Sub-No. 64 TA), filed September 8, 1970. Applicant: TERMINAL TRANSPORT COMPANY, INC., 248 Chester Avenue SE., Post Office Box 1918, ZIP 30301, Atlanta, Ga. 30316. Applicant's representative: Ralph B. Matthews (same address as above). 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, classes A and B explosives and those requiring the use of special equipment, serving Clarks-ville, Tenn., as an intermediate point between Nashville, Tenn., and St. Louis, Mo., and as an off-route point in connection with carrier's presently authorized operation between Birmingham, Ala., and Chicago, Ill.; and as an off-route point in connection with carrier's regular route operation between Nashville, Tenn., and Cincinnati, Ohio. From Nashville, Tenn., over U.S. Highway Alternate 41 to Clarksville, Tenn., and return over the same route, for 150 days. NOTE: Applicant intends to tack with

his existing authority and subs thereto. Supporting shippers: There are approximately (14) statements of support attached to the application, which may be examined at the Interstate Commerce Commission in Washington, D.C., for copies thereof which may be examined at the field office named below. Send protests to: William L. Scroggs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 309, 1252 West Peachtree Street NW., Atlanta, Ga. 30309.

No. MC 133574 (Sub-No. 7 TA), filed September 10, 1970. Applicant: TERRILL TRUCKING COMPANY, 1016 Genesee Street, Storm Lake, Iowa 50588. 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 set forth in sections A and C, Descriptions in Motor Carrier Certificates 61 M.C.C. 209 and 766, except hides and commodities in bulk, from Huron, S. Dak., to points in Alabama, Georgia, Louisiana, North Carolina, South Carolina, and Tennessee, for 150 days. Supporting shipper: Geo. A. Hormel & Co., Post Office Box 800, Austin, Minn. 55912. Send protests to: Carroll Russell, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 304, Federal Building, Sioux City, Iowa 51101.*

No. MC 134085 (Sub-No. 2 TA), filed September 9, 1970. Applicant: TRANS-LORIC TRUCKING CORP., 720 Tonnele Avenue, Jersey City, N.J. 07306. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J. 07306. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Spaghetti, macaroni, and products thereof, materials and supplies used or useful in the manufacture and sale of the foregoing products; between the facilities of A. Zerega's & Son, Fair Lawn, N.J., on the one hand, and, on the other, New York, N.Y., points in Nassau, Suffolk, Orange, Rockland, Westchester Counties, N.Y., and Fairfield County, Conn., for 180 days. Supporting shipper: A. Zerega's Sons, Inc., 20-01 Broadway, Fair Lawn, N.J. 07410. Send protests to: District Supervisor, Joel Morrows, Bureau of Operations, Interstate Commerce Commission, 970 Broad Street, Newark, N.J. 07102.*

No. MC 134194 (Sub-No. 2 TA), filed September 8, 1970. Applicant: NORMAN C. EMERSON, Box 161, Springfield, Vt. 05156. Applicant's representative: Edwin W. Free, Jr., 25 Keith Avenue, Barre, Vt. 05641. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Motion picture films, accessories, projector parts and accessories, trailers, and advertising matter, from Boston, Mass., to points in Vermont and the State of New Hampshire; between points in Vermont and New Hampshire; and for the return carriage of motion picture film from all points in, from, and between the States of Vermont and New Hampshire to Boston, Mass., for 180 days. Supporting shipper: There are approximately 16 statements of support at-*

tached 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: Martin P. Monaghan, Jr., District Supervisor, Interstate Commerce Commission, Bureau of Operations, 52 State Street, Montpelier, Vt. 05602.

No. MC 134227 (Sub-No. 2 TA), filed September 8, 1970. Applicant: A. R. HOEHL, doing business as FURNITURE TRANSPORT COMPANY, 1565 Endicott Drive, San Jose, Calif. 95122. Applicant's representative: E. H. Griffiths, 433 Turk Street, San Francisco, Calif. 94102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Blanket-wrapped new furniture, between points in California, Oregon, and Washington, for 180 days. Supporting shippers: Harry Lunstead Designs, Inc., 1934 First Avenue South, Seattle, Wash. 98134; Horizon Furniture Manufacturing, Inc., Spokane Industrial Park No. 3, Spokane, Wash. 99216; Lloyd's Furniture, 1714 Northeast Broadway, Portland, Ore. 97232; Hiebert, Inc., 23605 Telo Avenue, Torrance, Calif. 90505; and Gillespie Furniture Co., 3011 East Pico Boulevard, Los Angeles, Calif. 90023. Send protests to: Claud W. Reeves, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 450 Golden Gate Avenue, Box 36004, San Francisco, Calif. 94102.*

No. MC 134912 TA, filed September 9, 1970. Applicant: N. J. MATLOCK AND COY HILL, a partnership, doing business as M & H TRANSPORT, 1805 Cushman, Fairbanks, Alaska 99701. Applicant's representative: James T. Johnson, 1610 IBM Building, 1200 Fifth Avenue, Seattle, Wash. 98101. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Motor vehicles, in truckaway service, from Seattle, Wash., on return, for 180 days. Supporting shippers: Jim Thompson Ford Sales, Inc., 1445 Cushman, Fairbanks, Alaska 99701; Auto Service Co., 1805 Cushman, Fairbanks, Alaska 99701; Tip Top Chevrolet, Inc., Post Office Box 257, Fairbanks, Alaska 99701; Gene's Auto Service, Inc., 1804 Cushman, Fairbanks, Alaska 99701. Send protests to: Hugh H. Chaffee, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Post Office Box 1532, Anchorage, Alaska 99501.*

By the Commission.

[SEAL]

ROBERT L. OSWALD,
Acting Secretary.

[F.R. Doc. 70-12746; Filed, Sept. 23, 1970;
8:49 a.m.]

[Notice 155]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

SEPTEMBER 18, 1970.

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 9269 (Sub-No. 13 TA), filed September 15, 1970. Applicant: BEST WAY MOTOR FREIGHT, INC., 1765 Sixth Avenue, Seattle, Wash. 98134. Applicant's representative: Raymond D. Hurley, 2000 L Street NW., Washington, D.C. 20036. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities, from Seattle, Wash., to Spokane, Wash., and return, for 180 days. NOTE: Applicant intends to tack with existing authority. Supporting shippers: File-Ez Folder, Inc., North 608 Monroe, Spokane, Wash. 99201; Sears, Roebuck and Co., 2465 Utah Avenue S., Seattle, Wash. 98134; Spokane Machinery Co., Post Office Box 4306, Station B, East 3707 Trent Avenue, Spokane, Wash. 99202; National Carloading Corp., 82 South Massachusetts Street, Seattle, Wash. 98134; Thompson Tile Co., Inc., East 4409 Sprague, Box 2944, Spokane, Wash. 99220. Send protests to: E. J. Casey, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 6130 Arcade Building, Seattle, Wash. 98101.*

No. MC 91306 (Sub-No. 15 TA) (Correction), filed August 27, 1970, published in the FEDERAL REGISTER issue of September 11, 1970, and republished in part corrected, this issue. Applicant: JOHN-SON BROTHERS TRUCKERS, INC., Post Office Box 530, Elkin, N.C. 28621. Applicant's representative: Francis J. Ortman, Suite 770 Mills Building, 1700 Pennsylvania Avenue NW., Washington, D.C. 20006. NOTE: The purpose of this partial republication is to show the duration of days (for 180 days). The rest of the application remains as previously published.

No. MC 111302 (Sub-No. 60 TA), filed September 14, 1970. Applicant: HIGHWAY TRANSPORT, INC., Brickyard Road, Post Office Box 10188, Greenville, S.C. 29603, Powell, Tenn. 37849. Applicant's representative: George W. Clapp (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum wax, in bulk, in*

tank vehicles, from Knoxville, Tenn., to the plantsite of Southern Fabric Finishing Co., at or near Seymour, Tenn., restricted to traffic having a prior movement by railroad, for 120 days. Supporting shipper: Mobil Oil Corp., Post Office Box 900, Dallas, Tex. 75221. Send protests to: Joe J. Tate, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 1808 West End Building, Suite 803, Nashville, Tenn. 37203.

No. MC 112822 (Sub-No. 167 TA), filed September 14, 1970. Applicant: BRAY LINES INCORPORATED, 1401 North Little Street, Post Office Box 1191, Cushing, Okla. 74023. Applicant's representative: Joe W. Ballard (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Bleaching, cleaning, laundry and scouring compounds, materials and supplies* (including liquid drain opener), except commodities in bulk, from Houston, Tex., to points in Oklahoma and New Mexico, for 150 days. Supporting shipper: Wade M. Koeninger, General traffic manager, The Clorox Co., Oakland, Calif. 94623. Send protests to: C. L. Phillips, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 240 Old Post Office Building, 215 Northwest Third, Oklahoma City, Okla. 73102.

No. MC 112963 (Sub-No. 17 TA), filed September 14, 1970. Applicant: ROY BROS., INC., 764 Boston Road, Pinehurst, Mass. 01866. Applicant's representative: Leonard E. Murphy (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Lacquers*, in bulk, in tank vehicles, from Gardner and Templeton, Mass., to Barkhamsted, Conn., for 150 days. Supporting shipper: Lilly Chemical Products, Inc., 29 Maple Street, Gardner, Mass. 01440. Send protests to: James F. Martin, Jr., District Supervisor, Interstate Commerce Commission, Bureau of Operations, Assistant Regional Director, John F. Kennedy Building, Government Center, Boston, Mass. 02203.

No. MC 114084 (Sub-No. 14 TA) (Correction), filed August 27, 1970, published in the FEDERAL REGISTER issue of September 11, 1970, and republished in part corrected, this issue. Applicant: S AND S TRUCKING COMPANY, a corporation, Post Office Box 1546, 118 South Oakland Avenue, Statesville, N.C. 28677. Applicant's representative: Francis J. Ortman, Suite 770 Mills Building, 1700 Pennsylvania Avenue, NW., Washington, D.C. 20006. Note: The purpose of this partial republication is to show the duration of days (for 180 days). The rest of the application remains as previously published.

No. MC 123502 (Sub-No. 33 TA), filed September 15, 1970. Applicant: FREE STATE TRUCK SERVICE, INC., 10 Vernon Avenue, Post Office Box 760, Glen Burnie, Md. 21061. Applicant's representative: William C. Nolte (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Slate*

dust, in bulk, in dump vehicles with small chute gate and dry bulk tanks, from Delta, Pa., to Baltimore, Md., for 150 days. Supporting shipper: Chevron Asphalt Co., 501 St. Paul Place, Baltimore, Md. 21202. Send protests to: William L. Hughes, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 1125 Federal Building, Baltimore, Md. 21201.

No. MC 127848 (Sub-No. 3 TA), filed September 14, 1970. Applicant: WAYNE W. SELL CORPORATION, 236 Winfield Road, Sarver, Butler County, Pa. 16055. Applicant's representative: Jerome Solomon, 704 Grant Building, Pittsburgh, Pa. 15219. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Lime*, from Branchton, Butler County, Pa., to points in West Virginia, in Ohio on and east of U.S. Highway 23 and in New York on and west of U.S. Highway 15, for 120 days. Note: Applicant does not intend to tack. Supporting shipper: Mercer Lime and Stone Co., 1640-45 Oliver Building, Pittsburgh, Pa. 15222. Send protests to: John J. England, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 2111 Federal Building, 1000 Liberty Avenue, Pittsburgh, Pa. 15222.

No. MC 129498 (Sub-No. 3 TA), filed September 14, 1970. Applicant: DIAMOND CARGO, INC., 550 Ocean Avenue, Brooklyn, N.Y. 11226. Applicant's representative: Wm. J. Hanlon, 744 Broad Street, Newark, N.J. 07102. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Swim wear and materials and supplies used in the manufacture thereof*, between New York, N.Y., and New Haven, Conn., for 150 days. Supporting shipper: Robby Len, Division of Genesco, State and James Street, New Haven, Conn. 06511. Send protests to: Robert E. Johnston, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 26 Federal Plaza, New York, N.Y. 10007.

No. MC 134043 (Sub-No. 2 TA), filed September 14, 1970. Applicant: ART KNIGHT, INC., 316 Southeast Market Street, Portland, Ore. 97204. Applicant's representative: Seymour L. Coblenz, 510 Corbett Building, Portland, Ore. 97204. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Fresh hides* (refrigerated condition) from the plantsites of Bissinger & Co. at Troutdale, Ore., to plantsites of Vernon Leather Co., Inc., at Los Angeles, Calif., for 180 days. Supporting shipper: Remis Industries, Inc., Post Office Box 311, Peabody, Mass. 01960. Send protests to: District Supervisor W. J. Huetig, Interstate Commerce Commission, Bureau of Operations, 450 Multnomah Building, 120 Southwest Fourth Avenue, Portland, Ore. 97204.

No. MC 134349 (Sub-No. 1 TA), filed September 14, 1970. Applicant: B. L. T. CORPORATION, 189 Bridge Street, Brooklyn, N.Y. 11201. Applicant's representative: Wm. D. Traub, 10 East 40th Street, New York, N.Y. Authority sought to operate as a contract carrier, by motor

vehicle, over irregular routes, transporting: *Such commodities*, as are dealt in by retail women's and children's ready-to-wear apparel stores, and, in connection therewith, *supplies and equipment* used in the conduct of such business, between New York, N.Y., and Secaucus, N.J., on the one hand, and, on the other, points in Alabama, Mississippi, Louisiana, Georgia, Florida, North Carolina, Ohio, Illinois, and Wisconsin, for 150 days. Supporting shipper: Gaylords National Corp., 306 West 37th Street, New York, N.Y. 10018. Send protests to: Robert E. Johnston, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 25 Federal Plaza, New York, N.Y. 10007.

By the Commission.

[SEAL]

ROBERT L. OSWALD,
Acting Secretary.

[F.R. Doc. 70-12747; Filed, Sept. 23, 1970;
8:49 a.m.]

[Notice 156]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

SEPTEMBER 21, 1970.

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 72545 (Sub-No. 8 TA), filed September 14, 1970. Applicant: FRANK P. MANNER, doing business as MANNER TRUCKING SERVICE, Post Office Box 632, Orland, Calif. 95963. Applicant's representative: Pete H. Dawson, 4453 East Piccadilly Road, Phoenix, Ariz. 85018. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid fire retardants*, in bulk, in drums or tank vehicles, from Orland, Calif., to points in Arizona, Colorado, Idaho, Nevada, New Mexico, Montana, Oregon, South Dakota, Utah, Washington, and Wyoming, for 180

days. Supporting shipper: Arizona Agrochemical Corp., Post Office Box 2191, Phoenix, Ariz. 85001. Send protests to: District Supervisor William E. Murphy, Interstate Commerce Commission, Bureau of Operations, 450 Golden Gate Avenue, Box 36004, San Francisco, Calif. 94102.

No. MC 85465 (Sub-No. 29 TA), filed September 15, 1970. Applicant: WEST NEBRASKA EXPRESS, INC., Post Office Drawer 350, 709 Mill Drive, Scottsbluff, Nebr. 69361. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat by-products* (except commodities in bulk in tank vehicles 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 Gordon, Nebr., to Chicago, Ill., for 120 days. Supporting shipper: Nebraska Beef Packers, Inc., 120 West Highway 20, Gordon, Nebr. 69343. Send protests to: District Supervisor Johnston, Bureau of Operations, Interstate Commerce Commission, 315 Post Office Building, Lincoln, Nebr. 68508.

No. MC 96098 (Sub-No. 47 TA), filed September 16, 1970. Applicant: MILTON TRANSPORTATION, INC., Rural Delivery 1, Post Office Box 207, Milton, Pa. 17847. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J. 07306. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Paper*, from Attleboro, Mass., to points in Pennsylvania, Ohio, and New York, west of route 12, for 180 days. Supporting shipper: St. Regis Paper Co., Laminated & Coated Products Division, Attleboro, Mass. 02703. Send protests to: Robert W. Ritenour, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 508 Federal Building, Post Office Box 869, Harrisburg, Pa. 17108.

No. MC 107295 (Sub-No. 433 TA), filed September 8, 1970. Applicant: PRE-FAB TRANSIT CO., Post Office Box 146, 100 South Main Street, Farmer City, Ill. 61842. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building construction sections, panels and component parts thereof, including wall, doors, and window systems; doors and windows, door and window frames and sash, and parts and accessories used in the installation thereof*, from Lima, Ohio, to points in Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Delaware, District of Columbia, Pennsylvania, Maryland, Virginia, West Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Tennessee, Kentucky, Ohio, Indiana, Michigan, Wisconsin, Illinois, Mississippi, Louisiana, Arkansas, Missouri, Iowa, Minnesota, North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Texas, New Mexico, Colorado, Wyoming, Montana, Idaho, Utah, Arizona, Washington, Oregon, Nevada, and California, for 180 days. Supporting shipper: The Marmon Group, 39 South La Salle Street, Chicago, Ill. 60603. Send

protests to: Harold Jolliff, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 476, 325 West Adams Street, Springfield, Ill. 62704.

No. MC 113663 (Sub-No. 47 TA), filed September 15, 1970. Applicant: FREEPORT TRANSPORT, INC., 1200 Butler Road, Freeport, Pa. 16229. Applicant's representative: Daniel R. Smetanick (same address as above). Authority sought to operate as *common carrier*, by motor vehicle, over irregular routes, transporting: *Insulation and insulating materials and equipment used in installing insulating materials*, from Wauseon, Ohio, to points in Pennsylvania, New York, West Virginia, Maryland and the ports of entry at Detroit and Port Huron, Mich. On return movement, scrap paper stock, aluminum sulphate in bags and insulation and insulating materials from points in Pennsylvania, New York, West Virginia, Maryland and the ports of entry at Detroit and Port Huron, Mich., to Wauseon, Ohio, for 180 days. Supporting shipper: Electra Manufacturing Corp., 3272 Heatherdowns, Post Office Box 6116, Toledo, Ohio 43614. Send protests to: John J. England, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 2111 Federal Building, 1000 Liberty Avenue, Pittsburgh, Pa. 15222.

No. MC 114123 (Sub-No. 23 TA) (correction), filed September 8, 1970, published in the FEDERAL REGISTER issue of September 17, 1970, and republished in part corrected, this issue. Applicant: HERMAN R. EWELL, INC., East Pearl, Pa. 17519. Applicant's representative: Blanton P. Bergen, 137 East 36th Street, New York, N.Y. 10016. NOTE: The purpose of this partial republication is to show (*common carrier*), in lieu of (*contract carrier*). The rest of the application remains as previously published.

No. MC 125994 (Sub-No. 2 TA), filed September 15, 1970. Applicant: BILL WOCKNER TRUCKING, INC., 4004 Northeast 17th Street, Seattle, Wash. 98155. Applicant's representative: George Kargianis, 21st Floor, Pacific Building, Third and Columbia, Seattle, Wash. 98104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wine and beer*, from points in California to Washington, with return of *empty containers*, for 180 days. Supporting shippers: J. W. Brown & Associates, 848 Henry Building, Seattle, Wash. 98101; Sid Eland, 1962 First Avenue South, Seattle, Wash. 98134; K & L Beverage Co., 300 120th Avenue, NE., Bellevue, Wash. 98004. Send protests to: E. J. Casey, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 6130 Arcade Building, Seattle, Wash. 98101.

No. MC 128804 (Sub-No. 3 TA), filed September 14, 1970. Applicant: BLUE FLEET DISTRIBUTORS CORP., 75 Willis Avenue, Bronx, N.Y. 10454. Applicant's representative: William J. Augello, Jr., Suite 801, 120 East 41st Street, New York, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Plas-*

tic trash bags and plastic garbage bags, from Bronx, N.Y., to points in Nassau, Rockland, Suffolk, and Westchester Counties, N.Y., and Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Passaic, Somerset, and Union Counties, N.J. Restricted to traffic having a prior interstate movement by rail of motor carriers, for 150 days. Supporting shipper: Hudson Pulp & Paper Corp., 477 Madison Avenue, New York, N.Y. 10022. Send protests to: Robert E. Johnston, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 26 Federal Plaza, New York, N.Y. 10007.

No. MC 129071 (Sub-No. 10 TA), filed September 14, 1970. Applicant: WHITEHALL TRANSPORT, INC., Post Office Box 387, 1200 Main Street, Whitehall, Wis. 54773. Applicant's representative: A. R. Fowler, 2288 University Avenue, St. Paul, Minn. 55114. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dairy products*, from the plant site of Wuethrich Creamery Co., Inc., near Greenwood, Wis., to points in the New York, N.Y. Commercial Zone, for 180 days. Supporting shipper: John Wuethrich Creamery Co., Inc., Greenwood, Wis. 54437. Send protests to: Barney L. Hardin, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 139 West Wilson Street, Room 206, Madison, Wis. 53703.

No. MC 133676 (Sub-No. 5 TA), filed September 16, 1970. Applicant: COMET DISTRIBUTION SERVICES, INC., 2125 Sorrel Avenue, Post Office Box 3175, ZIP 70821, Baton Rouge, La. 70802. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Woodpulp*, from Port Hudson, La., to New Orleans, La., for 180 days. Supporting shipper: Georgia-Pacific Corp., Crossett Division-Port Hudson, Post Office Box 430, Zachary, La. 70791. Send protests to: Paul D. Collins, District Supervisor, Interstate Commerce Commission, Bureau of Operations, T-4009 Federal Building, 701 Loyola Avenue, New Orleans, La.

No. MC 134599 (Sub-No. 3 TA), filed September 10, 1970. Applicant: INTERSTATE CONTRACT CARRIER CORPORATION, Post Office Box 16407, Stockyards Station, Denver, Colo. 80216. Applicant's representative: Donald H. Bowman, Suite 500, 521 South 14th Street, Lincoln, Nebr. 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Candy and confectionery, and advertising display materials* when moving in the same vehicle and at the same time with candy and confectionery. (1) from Sulphur Springs, Tex., to Centralia and Ashley, Ill., and points in Alabama, Georgia, Florida, Kentucky, Tennessee, South Carolina, North Carolina, Virginia, and West Virginia. (2) from Centralia and Ashley, Ill., to points in Virginia, West Virginia, North Carolina, South Carolina, Tennessee, Kentucky, Louisiana, Oklahoma, Texas, Mississippi, Alabama, Georgia, and Florida. (3) from Montgomery, Ala., to points in Georgia, Florida, and South Carolina, restricted to

the transportation of shipments moving on the same vehicle with shipments having a prior pickup at either Sulphur Springs, Tex., Centralia, Ill., or Ashley, Ill., under continuing contract with Hollywood Brands, Division of Consolidated Foods Corp., for 180 days. Supporting shipper: Hollywood Brands, Division of Consolidated Foods Corp., 836 South Chestnut Street, Centralia, Ill. 62801. Send protests to: Herbert C. Ruoff, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 2022 Federal Building, Denver, Colo. 80202.

MOTOR CARRIER OF PASSENGERS

No. MC 36524 (Sub-No. 15 TA), filed September 15, 1970. Applicant: MISSOURI TRANSIT LINES, INC., 104 North Clark Street, Post Office Box 632, Moberly, Mo. 65270. Applicant's representative: Nels J. Koch (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Passengers, express, mail, and baggage*, in the same vehicle with passengers, from Kansas City, Mo., to the junction of Highways 7 and 71 south of Harrisonville, Mo., and return, serving intermediate points over U.S. Highway 71 from Kansas City, through Harrisonville, to its intersection with Missouri Highway No. 7, for 180 days. NOTE: Applicant will be interlining at Kansas City and Harrisonville, Mo. Joinder under Docket No. 36524 and subs, thereto. Supporting shippers: HiGrove Cleaners, Harrisonville, Mo.; Harrisonville Chamber of Commerce, Harrisonville, Mo.; Greyhound Bus Depot, Post Office Box 116, Fort Leonard Wood, Mo. 65473. 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.

By the Commission.

[SEAL]

ROBERT L. OSWALD,
Acting Secretary.

[F.R. Doc. 70-12748; Filed, Sept. 23, 1970;
8:49 a.m.]

[Section 5a Application No. 35; Amdt. 3]

OIL FIELD HAULERS ASSOCIATION, INC.

Petition for Approval of Amendment to Agreement

SEPTEMBER 14, 1970.

The Commission is in receipt of a petition in the above-entitled proceeding for approval of an amendment to the agreement therein approved.

Filed August 7, 1970, by James R. Boyd, Attorney, Post Office Box 488, Austin, Tex. 78767.

The amendment involves: Changes in the Bylaws so as to (1) realign geographical districting of carrier members for representation on Board of Directors (Article V, sections 3 and 4); (2) add one at-large Board of Director representative for carrier participants in Association's Consolidated Bulk Carriers tariffs

MC-ICC Nos. 80 and 81 (Article V, Section 4); (3) revise the general rate committee provisions by removal of a five member maximum, permit alternative election of an association staff member as committee chairman without right to vote, fix a 1-year term or until a successor is elected, provide a quorum for elected members of a majority of such members and a quorum of five members when the board acts as the general rate committee (Article IX, section 1); (4) revise generally the ratemaking procedures so as to, among other things, not require public docketing of specified tariff changes, accord public notice of independent action proposals, afford public hearing on proposals only upon request therefor. Permit broadening of action on proposals to related tariff changes (Article IX); (5) change the method for amending association bylaw provisions; and (6) make other incidental changes in connection with and supplementary to the foregoing changes.

The petition is docketed and may be inspected at the Office of the Commission, in Washington, D.C.

Any interested person desiring to protest and participate in this proceeding shall notify the Commission in writing within 20 days from the date of publication of this notice in the FEDERAL REGISTER. As provided by the general rules of practice of the Commission, persons other than applicants should fully disclose their interests, and the position they intend to take with respect to the application. Otherwise, the Commission, in its discretion may proceed to investigate and determine the matters without public hearing.

[SEAL]

ROBERT L. OSWALD,
Acting Secretary.

[F.R. Doc. 70-12745; Filed, Sept. 23, 1970;
8:49 a.m.]

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

SEPTEMBER 18, 1970.

The following applications for motor common carrier authority to operate in intrastate commerce seek concurrent motor carrier authorization in interstate or foreign commerce within the limits of the intrastate authority sought, pursuant to section 206(a)(6) of the Interstate Commerce Act, as amended October 15, 1962. These applications are governed by § 1.245 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of April 11, 1963, page 3533, which provides, among other things, that protests and requests for information concerning the time and place of State Commission hearings or other proceedings, any subsequent changes therein, any other related matters shall be directed to the State Commission with which the application is filed and shall not be addressed to or filed with the Interstate Commerce Commission.

State Docket No. 3932 (Sub-No. 5), filed August 21, 1970. Applicant: MEADOR'S MOTOR LINES, INC., Post

Office Box 101, Bolivar, Tenn. 38008. Applicant's representative: Edward G. Grogan, 2020 First National Bank Building, Memphis, Tenn. 38103. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *general commodities*, except household goods, those of unusual value, explosives, commodities requiring special equipment and commodities in bulk, in tank trailers or tank trucks—Nashville, Tenn., over Interstate Highway 40 to Jackson, Tenn., and return over the same route, serving all points within a radius of 10 miles of the city limits of Jackson, Tenn., from junction of Tennessee Highway 22 and Highway 20 to Jackson, Tenn., and return over the same route, serving all intermediate points, from Jackson, Tenn., via U.S. Highway 45 to junction Tennessee 18, thence over Tennessee Highway 18 to junction Tennessee Highway 100 and return over the same route, serving all intermediate points. Applicant intends to serve these routes in conjunction with its existing authority, joining such routes at all points now served by applicant. Both intrastate and interstate authority sought. HEARING: October 20, 1970, at the Commission's Court Room, C-1, Cordell Hull Building, Nashville, Tenn., at 9:30 a.m. Requests for procedural information including the time for filing protests concerning this application should be addressed to the Tennessee Public Service Commission, Cordell Hull Building, Nashville, Tenn. 37219, and should not be addressed to the Interstate Commerce Commission.

State Docket No. 5214, filed August 19, 1970. Applicant: WARN BROS., INC., doing business as CRESCENT TRUCK LINES, Post Office Box 249, Union City, Calif. 94587. Applicant's representative: Bertram S. Silver, 140 Montgomery Street, San Francisco, Calif. 94104. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *General commodities* as follows, to and from and between all points and places located in San Francisco territory as described in Part II set forth below, and points located within 20 miles of the boundaries of said territory. To and from and between all points and places located in Los Angeles area as described in Part III set forth below, and points located within 20 miles of the boundaries of said area. To and from and between all points and places located in Tulare County. Between the following points, serving all intermediate points on the said routes and off-route points within 20 miles thereof: (1) Santa Rosa and San Diego on U.S. Highway 101 and Interstate Highway 5. (2) San Francisco and Monterey on State Highway 1. (3) Richmond and Santa Cruz on State Highway 17. (4) Novato and Vallejo on State Highway 37. (5) Santa Rosa and Napa on State Highways 12 and 121. (6) Vallejo and Napa on State Highway 29. (7) San Francisco and Sacramento on Interstate Highway 80. (8) San Francisco and Stockton on U.S. Highway 50. (9) Napa and Lodi on State Highway 12. (10)

Antioch and Sacramento on State Highways 4 and 160. (11) Junction Interstate Highway 80 and Stockton over State Highway 4. (12) Sacramento and Los Angeles on U.S. Highway 99. (13) Oakland and San Diego on Interstate Highways 580 and 5. (14) Los Angeles and Redlands on Interstate Highway 10.

(15) Los Angeles and San Bernardino on U.S. Highway 66. (16) Gilroy and Junction U.S. Highway 99 on State Highway 152. (17) King City and Visalia on State Highway 198. (18) Paso Robles and Junction U.S. Highway 99 on State Highway 46. (19) Santa Maria and Mettler on State Highway 166. (20) San Diego and San Bernardino on U.S. Highway 395. (21) Junction Interstate Highway 5 and State Highway 14, and Palmdale on State Highway 14. Traversing on and over public highways, streets, and roads between all points above authorized for operating convenience only. Applicant shall not transport any shipments of: (1) Used household goods and personal effects not packed in accordance with the crated property requirements set forth in paragraph (d) of Item No. 10-C of Minimum Rate Tariff No. 4-A. (2) Automobiles, trucks, and buses, viz: new and used, finished or unfinished passenger automobiles (including jeeps), ambulances, hearses, and taxis; freight automobiles, automobile chassis, trucks, truck chassis, truck trailers, trucks and trailers combined, buses and bus chassis. (3) Livestock, viz: bucks, bulls, calves, cattle, cows, dairy cattle, ewes, goats, hogs, horses, kids, lambs, oxen, pigs, sheep camp outfits, sows, steers, stags, or swine. (4) Liquids, compressed gases, commodities in semiplastic form and commodities in suspension in liquids in bulk, in tank trucks, tank trailers, tank semitrailers or a combination of such highway vehicles. (5) Commodities when transported in bulk in dump trucks or in hopper-type trucks. (6) Commodities when transported in motor vehicles equipped for mechanical mixing in transit.

Part II: San Francisco territory includes all the city of San Jose and that area embraced by the following boundary: Beginning at the point the San Francisco-San Mateo County boundary line meets the Pacific Ocean; thence easterly along said boundary line to a point 1 mile west of U.S. Highway 101; southerly along an imaginary line 1 mile west of and paralleling U.S. Highway 101 to its intersection with Southern Pacific Co. right-of-way at Arastradero Road; southeasterly along the Southern Pacific Co. right-of-way to Pollard Road, including industries served by the Southern Pacific Co. spur line extending approximately 2 miles southwest from Simla to Permanente; easterly along Pollard Road to West Parr Avenue; easterly along West Parr Avenue to Capri Drive; southerly along Capri Drive to East Parr Avenue; easterly along East Parr Avenue to the Southern Pacific Co. right-of-way; southerly along the Southern Pacific Co. right-of-way to the

Campbell-Los Gatos city limits; easterly along said limits and the prolongation thereof to the San Jose-Los Gatos Road; northeasterly along San Jose-Los Gatos Road to Foxworthy Avenue; easterly along Foxworthy Avenue to Almaden Road; southerly along Almaden Road to Hillsdale Avenue; easterly along Hillsdale Avenue to U.S. Highway 101; northwesterly along U.S. Highway 101 to Tully Road; northeasterly along Tully Road to White Road; northwesterly along White Road to McKee Road; southwestwesterly along McKee Road to Capitol Avenue; northwesterly along Capitol Avenue to State Highway 17 (Oakland Road); northerly along State Highway 17 to Warm Springs; northerly along the unnumbered highway via Mission San Jose and Niles to Hayward; northerly along Foothill Boulevard to Seminary Avenue; easterly along Seminary Avenue to Mountain Boulevard; northerly along Mountain Boulevard and Moraga Avenue to Estates Drive; westerly along Estates Drive, Harbord Drive and Broadway Terrace to College Avenue; northerly along College Avenue to Dwight Way; easterly along Dwight Way to the Berkeley-Oakland boundary line; northerly along said boundary line to the campus boundary of the University of California; northerly and westerly along the campus boundary of the University of California to Euclid Avenue; northerly along Euclid Avenue to Marin Avenue; westerly along Marin Avenue to Arlington Avenue; northerly along Arlington Avenue to U.S. Highway 40 (San Pablo Avenue); northerly along U.S. Highway 40 to and including the city of Richmond; southwestwesterly along the highway extending from the city of Richmond to Point Richmond; southerly along an imaginary line from Point Richmond to the San Francisco waterfront at the foot of Market Street; westerly along said waterfront and shoreline to the Pacific Ocean; southerly along the shoreline of the Pacific Ocean to point of beginning.

Part III: Los Angeles Area: Beginning at (and including) the city of Santa Barbara; thence along U.S. Highway No. 101 to the intersection thereof with State Highway No. 126; thence along State Highway No. 126 to its intersection with U.S. Highway No. 99; thence along U.S. Highway No. 99 to its first intersection with the corporate limits of the city of San Fernando; thence northerly along said corporate boundary to McClay Avenue; northeasterly along McClay Avenue and its prolongation to the Angeles National Forest boundary; southeasterly and easterly along the Angeles National Forest and San Bernardino National Forest boundary to the county road known as Mill Creek Road; westerly along Mill Creek Road to the county road 3.8 miles north of Yucaipa; southerly along said county road to and including the unincorporated community of Yucaipa; westerly along Redlands Boulevard to U.S. Highway No. 99; northwesterly along U.S. Highway No. 99 to and including the city of Redlands;

westerly along U.S. Highway No. 99 to U.S. Highway No. 395; southerly along U.S. Highway No. 395 to State Highway No. 18; southwestwesterly along State Highway No. 18 to U.S. Highway No. 91; westerly along U.S. Highway No. 91 to State Highway No. 55; southerly on State Highway No. 55 to the city of Santa Ana; thence, via U.S. Highway No. 101 to San Clemente (including the off-route point of El Toro Marine Base); thence southwestwesterly to the shoreline of the Pacific Ocean; thence northwesterly along the shoreline of the Pacific Ocean to the point of beginning. Both intrastate and interstate authority sought.

HEARING: Not assigned. Requests for procedural information, including the time for filing protests, concerning this application should be addressed to Public Utilities Commission of California, State Building, Civic Center, 455 Golden Gate Avenue, San Francisco, Calif. 94102, and should not be directed to the Interstate Commerce Commission.

State Docket No. (unknown) filed August 23, 1970. Applicant: MURTHA ENTERPRISES, INC., doing business as W. F. CLARK FUEL & TRUCKING CO., Rubber Avenue, Naugatuck, Conn. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *general commodities* (other than household goods and office furniture and equipment and other commodities which necessitate the use of dump trucks, tank trucks or special equipment), over irregular routes between all points in the State of Connecticut at a headquarters in Naugatuck, Conn., upon call received at its headquarters. Applicant holds authority from Connecticut Public Utilities Commission under P.U.C. Certificate No. C-207, and Interstate Commerce Commission certificate of registration No. MC 97012 (Sub-No. 1). Its two stockholders also hold a controlling interest in Murtha Trucking, Inc., holder of Connecticut P.U.C. Certificate No. C-1437 and Interstate Commerce Commission certificate of registration No. MC 99958 (Sub-No. 1). If the instant application is granted, applicant's stockholders shall cause their affiliated company, Murtha Trucking, Inc., to request the Interstate Commerce Commission to revoke that latter certificate of registration. Both intrastate and interstate authority sought.

HEARING: Not yet assigned for hearing. Requests for procedural information including the time for filing protests concerning this application should be addressed to the Connecticut Public Utilities Commission, State Office Building, Hartford, Conn. 06115, and should not be directed to the Interstate Commerce Commission.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Acting Secretary,

[F.R. Doc. 70-12679; Filed, Sept. 22, 1970;
8:52 a.m.]

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