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Washington, Wednesday, November 27, 1957

TITLE 3—THE PRESIDENT
EXECUTIVE ORDER 10741

**ESTABLISHING THE TRADE POLICY
 COMMITTEE**

By virtue of the authority vested in me by the Constitution and statutes, including the Trade Agreements Act approved June 12, 1934, as amended (48 Stat. 943; 57 Stat. 125; 59 Stat. 410; 63 Stat. 698; 65 Stat. 72; 69 Stat. 162; 19 U. S. C. 1351-1354), it is ordered as follows:

SECTION 1. There is hereby established the Trade Policy Committee, consisting of the Secretary of State, the Secretary of the Treasury, the Secretary of Defense, the Secretary of the Interior, the Secretary of Agriculture, the Secretary of Commerce, and the Secretary of Labor, or of alternates designated by them. Such alternates shall be officials who are required to be appointed by the President with the advice and consent of the Senate. The Secretary of Commerce or his alternate shall be the Chairman of the Committee. The Committee may invite the participation in its activities of other Government agencies when matters of interest thereto are under consideration; provided that such participation shall be limited to the heads of such agencies, or their alternates who are required to be appointed to office as above described.

SEC. 2. The Trade Policy Committee shall make recommendations to the President on basic policy issues arising in the administration of the trade-agreements program, which, as approved by the President, shall guide the Interdepartmental Committee on Trade Agreements established by paragraph 1 of Executive Order No. 10082 of October 5, 1949 (hereinafter referred to as the Trade Agreements Committee), in carrying out its functions.

SEC. 3. Each recommendation made by the Trade Agreements Committee to the President, together with the dissent of any agency, shall be transmitted to the President through the Trade Policy Committee, which shall submit to the President such advice with respect to

such recommendation as it may deem appropriate. The said Executive Order No. 10082 is hereby amended accordingly.

SEC. 4. The Trade Policy Committee shall make recommendations to the President as to what action, if any, he should take on reports submitted to him by the United States Tariff Commission pursuant to section 7 of the Trade Agreements Extension Act of 1951, as amended (65 Stat. 74; 67 Stat. 472; 69 Stat. 166), and pursuant to Executive Order No. 10401 of October 14, 1952.

SEC. 5. Agencies of the Government shall furnish the Trade Policy Committee available information upon request of the Committee therefor for use in connection with the carrying out of the functions conferred upon the Committee by this order.

DWIGHT D. EISENHOWER

THE WHITE HOUSE,
November 25, 1957.

[F. R. Doc. 57-9899; Filed, Nov. 26, 1957;
10:55 a. m.]

TITLE 7—AGRICULTURE

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

**PART 30—TOBACCO STOCKS AND STANDARDS
 REPORTS**

A notice of proposed amendment to the regulations pertaining to tobacco stocks and standards (7 CFR Part 30) was published in the FEDERAL REGISTER on November 1, 1957 (22 F. R. 8821) and afforded interested persons the opportunity to submit written data, views, or arguments in connection therewith.

Decision on the promulgation of so much of the proposed rule as would require the reporting of leaf tobacco converted to sheet form during the preceding quarter is reserved for further consideration of the data, views, and arguments presented, including arguments

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to the effect that present legislation does not authorize this reporting requirement and perhaps indicating the need for additional legislative authority therefor.

After consideration of all relevant data, views, and arguments submitted and the notice of rule making, the amendment hereafter set forth is hereby promulgated to become effective 30 days after publication in the FEDERAL REGISTER. The amendment is as follows:

1. Add a new § 30.60 to read as follows:

§ 30.60 *Reports.* Within fifteen (15) days after January 1, April 1, July 1, and October 1 of each year, all manufacturers, dealers, grower cooperative associations, owners or agents, other than the original grower of the tobacco and manufacturers who produced less than 185,000 cigars, or 750,000 cigarettes or 35,000 pounds of manufactured tobacco during the first three quarters of the preceding calendar year, shall complete and mail to the Director, Tobacco Division, Agricultural Marketing Service, United States Department of Agriculture, Washington 25, D. C., in the detail required on forms¹ available from him, reports showing the following information as to leaf tobacco in leaf and sheet form:

(a) *Tobacco in leaf form.* The pounds of tobacco in leaf form owned on the first day of the applicable quarter, with all stocks reported by types of tobacco and whether stemmed or unstemmed, and an additional separation to broad quality grouping for cigar leaf; and

(b) *Tobacco in sheet form.* The pounds of leaf tobacco stemmed or un-

stemmed included in and represented by all stocks of tobacco sheet owned on the first day of the applicable quarter, segregated by the classification and type of tobacco included in and represented by such tobacco sheet and further segregated as to whether for cigar binder or for cigarettes, except that a purchaser of tobacco sheet may, in lieu of the above, report the pounds of sheet tobacco owned on the first day of the applicable quarter, segregated as to whether for cigar binder or cigarettes and give the name of the firm or firms which produced such sheet tobacco.

(45 Stat. 1079, as amended; 7 U. S. C. 502)

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

Done at Washington, D. C., this 22d day of November 1957.

[SEAL] ROY W. LENNARTSON,
Deputy Administrator,
Agricultural Marketing Service.

[F. R. Doc. 57-9829; Filed, Nov. 26, 1957;
8:58 a. m.]

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture

[Docket No. AO-103-A15]

PART 942—MILK IN NEW ORLEANS, LOUISIANA, MARKETING AREA

ORDER AMENDING ORDER, AS AMENDED

§ 942.0 *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 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, as amended, governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held upon proposed amendments to the tentative marketing agreement and to the order regulating the handling of milk in the New Orleans, Louisiana, 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 of said order as hereby amended will tend to effectuate the declared policy of the act;

(2) The parity prices of milk produced for sale in the said marketing area 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 of and demand for such milk, 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;

(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 and commercial activity specified in a marketing agreement upon which a hearing has been held;

(4) All milk and milk products handled by handlers, as defined in the order as hereby amended, are in the current of interstate commerce or directly burden, obstruct, or affect interstate commerce in milk or its products; and

(5) It is hereby found that the necessary expense of the market administrator for the maintenance and functioning of such agency will require the payment by each handler, as his pro rata share of such expenses, four cents per hundredweight, or such amount not exceeding four cents per hundredweight, as the Secretary may prescribe with respect to all butterfat and skim milk received by each handler, during the delivery period from producers, including that received from handler's own production.

(b) *Additional findings.* (1) It is necessary in the public interest to make this order amending the order effective not later than December 1, 1957. Any delay beyond that date will seriously threaten the orderly marketing of milk in the New Orleans, Louisiana, marketing area.

(2) The provisions of the said order are known to handlers. The decision containing all amendment provisions of this order was issued by the Assistant Secretary on November 1, 1957. The changes effected by this order will not require extensive preparation or substantial alteration in method of operation for handlers. In view of the foregoing, it is hereby found and determined that good cause exists for making this order amending the order effective December 1, 1957 and that it would be contrary to the public interest to delay the effective date of this amendment for 30 days after its publication in the FEDERAL REGISTER. (See section 4 (c), Administrative Procedure Act, 5 U. S. C. 1001 et seq.).

(c) *Determinations.* It is hereby determined that handlers (excluding cooperative associations of producers who are not engaged in processing, distributing or shipping milk covered by this order amending the order which is marketed within the New Orleans, Louisiana, marketing area) of more than 50 percent of the milk which is marketed within the said marketing area, refused or failed to sign the proposed marketing agreement regulating the handling of milk in the said marketing area, and it is hereby further determined that:

(1) The refusal or failure of such handlers to sign said proposed marketing agreement tends to prevent the effectuation of the declared policy of the act;

¹ Filed as part of the original document.

(2) The issuance of the order amending the order is the only practical means, pursuant to the declared policy of the act, of advancing the interests of producers of milk which is produced for sale in the said marketing area; and

(3) The issuance of this order amending the order is approved or favored by at least three-fourths of the producers who participated in a referendum and who, during the determined representative period (August 1957), were engaged in the production of milk for sale in the said marketing area.

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

1. Delete § 942.4 and substitute therefor the following:

§ 942.4 *New Orleans marketing area.* "New Orleans marketing area" herein-after referred to as the marketing area means all territory, including incorporated municipalities, geographically within Jefferson, Lafourche, Orleans, Plaquemines, St. Bernard, St. Charles, and Terrebonne parishes all in the State of Louisiana.

2. Delete § 942.6 and substitute therefor the following:

§ 942.6 *Producer.* "Producer" means any person other than a producer-handler who produces milk in compliance with Grade A inspection requirements for milk for fluid consumption within the marketing area which milk is (a) received during the month at a fluid milk plant, or (b) diverted from a fluid milk plant to another fluid milk plant or to a nonfluid milk plant pursuant to § 942.10.

3. Delete § 942.9 and substitute therefor the following:

§ 942.9 *Fluid milk plant.* "Fluid milk plant" means a milk plant (a) where milk is processed and packaged and from which Class I milk pursuant to § 942.41 (a) is disposed of to retail or wholesale outlets (including plant stores) in the marketing area, or (b) a plant from which during the month:

(1) Shipments of milk, skim milk or cream are made to a plant described in paragraph (a) of this section;

(i) On 20 or more days during any month of September through December; or

(ii) On 5 or more days during any other month; and

(2) Some skim milk or butterfat in such shipments of milk, skim milk or cream is assigned to Class I pursuant to § 942.45.

4. Delete § 942.10 and substitute therefor the following:

§ 942.10 *Producer milk.* "Producer milk" means only that skim milk and butterfat contained in the milk (a) received at a fluid milk plant directly from producers, or (b) diverted for the ac-

count of the operator of a fluid milk plant from a fluid milk plant to another fluid milk plant or to a nonfluid milk plant. Any such milk so diverted shall be deemed to have been received at the fluid milk plant from which it was diverted.

5. Delete § 942.11 and substitute therefor the following:

§ 942.11 *Other source milk.* "Other source milk" means all skim milk and butterfat contained in: (a) Receipts during the month of fluid milk products except (1) fluid milk products received from fluid milk plants and (2) producer milk; and (b) products, other than fluid milk products, from any source (including those produced at the plant) which are reprocessed or converted to another product in the plant during the month.

6. Delete § 942.43 and substitute therefor the following:

§ 942.43 *Transfers.* Skim milk and butterfat transferred or diverted during the month as milk, skim milk or cream in bulk from a fluid milk plant to:

(a) The fluid milk plant of another handler shall be classified as Class I unless Class II utilization is indicated by the operators of both plants in their reports submitted pursuant to § 942.30 and:

(1) The receiving plant has utilization in such class of equivalent amounts of skim milk and butterfat, respectively; and

(2) Such skim milk and butterfat shall be classified so as to allocate to producer milk the greatest possible total Class I utilization in the two plants;

(b) A plant operated by a producer-handler shall be Class I milk;

(c) A nonfluid milk plant located more than 275 miles by the shortest highway distance from City Hall in New Orleans, Louisiana, as determined by the market administrator, shall be Class I milk unless transferred in the form of cream in bulk to such a nonfluid milk plant having only Class II milk pursuant to § 942.41 (b);

(d) A nonfluid milk plant, except as specified in paragraphs (b) and (c) of this section, shall be Class I milk unless:

(1) The transferring handler claims Class II use on his report for the month;

(2) The operator of the nonfluid milk plant maintains books and records which are made available for examination upon request by the market administrator and which are adequate for verification of such Class II use; and

(3) The "Grade A Class II usage", as herein determined, exceeds such skim milk and butterfat received from a fluid milk plant(s) and from any plant(s) at which the milk is priced under another order(s) issued pursuant to the act. In the event the "Grade A Class II usage" is less than the aggregate of receipts from such regulated plants, amounts of skim milk and butterfat respectively, equal to the differences shall be classified as Class I milk, with each fluid milk plant being assigned a share of such Class I milk, pro rata, in accordance with the receipts of milk from all regulated plants. The

"Grade A Class II usage" in a nonfluid milk plant shall be determined as follows: From the sum of (i) the amounts of skim milk and butterfat respectively, used during the month in such plant to produce any product included in Class II milk pursuant to § 942.41 (b), (ii) bulk cream transferred from such a plant to a second nonfluid milk plant that meets the conditions of the first sentence of this subparagraph and of subparagraph (2) of this paragraph, and (iii) bulk cream transferred to a second plant subject to this part or another Federal order (but only if such cream is allocated thereunder in the transferee-plant to a class use other than Class I as defined in this part or such other order), subtract the amounts of skim milk and butterfat, respectively, received during the month at the nonfluid milk plant from any source(s) other than that which meets the standards of a governmental regulation for fluid Grade A products.

7. Delete § 942.53 (b) and substitute therefor the following:

(b) The market administrator shall determine and publicly announce the zone location of each plant of each handler according to the shortest toll-free highway distance between such plant and the City Hall in New Orleans. The market administrator shall notify the handler on or before the first day of any month in which a change in a plant location zone will apply.

8. Delete the first paragraph of § 942.51 (a) and substitute therefor:

(a) *Class I milk price.* The Class I milk price shall be the basic formula price for the preceding month, plus \$2.30 for the months of March through June, and plus \$2.50 for all other months, plus or minus a supply-demand adjustment calculated for each month as follows:

9. Delete the period in § 942.93 (a) and add the following: "and to each person for whose account producer milk was delivered to a plant that did not qualify as a fluid milk plant during each month of the base forming period but which qualifies as a fluid milk plant during any of the months of March through August, bases shall be assigned on deliveries at such plant in the same manner as if such plant was a fluid milk plant during each month of the base forming period."

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. 608c)

Issued at Washington, D. C., this 21st day of November to be effective on and after December 1, 1957.

[SEAL]

TRUE D. MORSE,
Acting Secretary.

[F. R. Doc. 57-9793; Filed, Nov. 26, 1957;
8:46 a. m.]

PART 1020—APRICOTS GROWN IN DESIGNATED COUNTIES IN WASHINGTON

INCREASED RATE OF ASSIGNMENT FOR INITIAL FISCAL PERIOD

Notice was published in the November 8, 1957, daily issue of the FEDERAL REGISTER

TER (22 F. R. 8987) that consideration was being given to a proposal regarding an increase in the rate of assessment for the initial fiscal period ending March 31, 1958, under the marketing agreement and Order No. 120 (7 CFR Part 1020; 22 F. R. 3514) regulating the handling of apricots grown in designated counties in Washington, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.).

a. After consideration of all relevant matters presented, including the proposal set forth in the aforesaid notice which was submitted by the Washington Apricot Marketing Committee (established pursuant to said marketing agreement and order): *It is hereby ordered*, That the provisions in paragraph (b) of § 1020.201 *Expenses and rate of assessment for the initial fiscal period* (22 F. R. 5746) be, and hereby are, amended to read as follows:

(b) *Rate of assessment.* The rate of assessment, which each handler, who first handles apricots shall pay as his pro rata share of the aforesaid expenses in accordance with the applicable provisions of said marketing agreement and order is hereby fixed at one dollar and fifty cents (\$1.50) per ton of apricots so handled by such handler during such initial fiscal period.

b. It is hereby found and determined that it is impracticable and contrary to the public interest to postpone the effective time hereof until 30 days after publication in the FEDERAL REGISTER (60 Stat. 237; 5 U. S. C. 1001 et seq.) in that (1) the rate of assessment in accordance with the provisions of the marketing agreement and order is applicable to all apricots handled during the aforesaid fiscal period; (2) such handling has now been completed, and the volume of apricots handled was substantially less than that upon which the rate of assessment was initially based, and the application of such rate to the volume handled resulted in income insufficient to defray the Washington Apricot Marketing Committee's previously approved expenses which were determined to be reasonable and likely to be incurred during such initial fiscal period; and (3) it is essential that the specification of the assessment rate herein provided be issued immediately so as to enable the said committee to perform its duties and functions in accordance with the said marketing agreement and order.

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

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. 608c)

Dated, November 22, 1957, to become effective upon publication in the FEDERAL REGISTER.

[SEAL] ROY W. LENNARTSON,
Deputy Administrator,
Marketing Services.

[F. R. Doc. 57-9827; Filed, Nov. 26, 1957;
8:57 a. m.]

TITLE 14—CIVIL AVIATION

Chapter I—Civil Aeronautics Board

Subchapter B—Economic Regulations

[Reg. No. ER-224]

PART 241—REVISED UNIFORM SYSTEM OF ACCOUNTS AND REPORTS FOR CERTIFICATED AIR CARRIERS

PRESCRIPTION OF DEPRECIATION ACCOUNTING PRACTICES

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 18th day of November 1957.

A notice of proposed rule-making amending the Board's revised accounting manual, effective January 1, 1957, was published in the FEDERAL REGISTER (21 F. R. 3192, 3878) and circulated to the Industry as Economic Regulations Draft Release No. 82, dated April 30, 1956.

The Air Transport Association (ATA) submitted extensive written comments, on behalf of its membership which comprises the bulk of the certificated air carrier industry, concerning this draft release. On September 27, 1956, oral argument was held before the Board. Subsequently, ATA was granted leave to submit additional comments which were filed on November 9, 1956.

The proposed regulation directed air carriers to use the so-called straight-line method of allocating total depreciation charges to annual accounting periods, in equal installments, and also prescribed specific depreciation rates for certain classes of aircraft and related flight equipment. The Board has decided to adopt the proposed regulation as an amendment to the revised accounting and reporting system which became effective on January 1, 1957.¹

The principal purpose of this amendment is to increase the effectiveness of the Board's prescribed system of accounts and reports by directly controlling the depreciation accounting practices of certificated air carriers. The revised manual of accounts expressly requires that depreciation be calculated in order to distribute the total expense over the estimated service life of the depreciable property and equipment on the basis of years of life.² However, it does not prescribe any uniform method of calculating the depreciation charge for each year of the service life of depreciable property and equipment. Nor does the manual now contain any specific determinations of the proper amounts to be charged as depreciation expense for particular classes of property. True enough, the manual contemplates that the Board will review³ the depreciation entries

made by particular companies, on a case-to-case basis, in order to insure that the depreciation charges calculated by the air carrier will not create excessive or inadequate charges to annual operating expenses or result in the accumulation of improper depreciation reserve balances. However, it does not appear that this type of indirect control over depreciation accounting practices will prove adequate to meet the problems generated by the current financial and operating situation of the air transport industry.

In the past, the great majority of airlines have voluntarily adhered to the Board's own view that the straight-line method and a seven-year service life most accurately reflect the annual rate of depreciation in flight equipment of the types encompassed by this rule. But, it appears that many airlines are recording residual values, in their depreciation accounts, which are significantly lower than the 15 percent residuals which have been deemed reasonable by the Board for rate-making purposes. In addition, depreciation is and has always been a very significant element in the total operating expenses of certificated air carriers.

The industry has challenged the proposed rule on both legal and policy grounds. We shall deal first with its fundamental challenge to the legal power of the Board to regulate the substance of the depreciation accounting policies utilized by certificated air carriers for accounting and reporting purposes. It is argued that since section 407 of the act does not expressly empower the Board to prescribe the method and rates of depreciation to be used by air carriers, in contrast to section 20 (4) of the Interstate Commerce Act which specifically grants such powers, the entire area of depreciation accounting practices is beyond the ambit of the Board's duly granted statutory authority. Reliance is also placed upon the fact that Congress, which originally considered including a specific depreciation provision in the Civil Aeronautics Act, ultimately failed to do so. Finally, the industry attaches great weight and significance to certain statements made on the floor of the Senate during the consideration of the bill which ultimately became the act.

However, such resort to inferences concerning Congressional intent appears to be of doubtful propriety because of the clear and unambiguous meaning of the express language contained in section 407. That language does not draw any distinction between the scope of the Board's powers with respect to depreciation accounts, records and reports, and all other accounts, records and reports. Section 407(d) requires the Board to "prescribe the forms of any and all accounts, records and memoranda to be kept by air carriers * * *", and further makes it "unlawful for air carriers to keep any accounts, records or memoranda other than those prescribed or approved by the Authority [Board] * * *". The failure of Congress to expressly exclude depreciation from the all-inclusive scope of the

¹ As originally proposed, these changes were to be incorporated into both the then effective accounting manual and the revised accounting manual. But the extended period of time which has been consumed in processing this amendment obviates the necessity for integrating these depreciation provisions with the former manual.

² Section 241.5-4 (g).

³ Such review is implicit in the directive of the manual that neither excessive nor inadequate reserves shall be accumulated. Section 241.2-14 (c).

accounting matters, subject to the Board's supervisory powers, gains significance from its action in creating a specific exception to the foregoing general prohibition in section 407(d). That section permits air carriers to keep additional accounts when their maintenance does not result in impairment of the integrity of those prescribed or approved by the Board and also does not impose any undue financial burden upon the carrier concerned. In view of these considerations, the industry's attempt to limit the Board's accounting powers derived from section 407(d) to phases of accounting not involving depreciation appears to be unsupportable.

Further support for the view that Congress effectively conferred upon the Board plenary authority to regulate the entire field of depreciation accounting, under the "form of accounts" provision, can be found in the fact that the Interstate Commerce Commission, the Congress, and the Supreme Court have all construed an identical provision to include such power before the enactment of the Civil Aeronautics Act in 1938.

In 1906, when the "form of accounts" provision⁴ was added to its original enabling act, the ICC compelled railroads to establish depreciation reserve accounts and further required that all operating expenses charged thereto be reasonable in amount. Carriers which charged either excessive or inadequate amounts to depreciation expense were compelled to adjust their reported expenses to a reasonable level.⁵

Subsequently, Congress was dissatisfied with the failure of the ICC to establish uniform depreciation rates for entire classes of property. For this reason, it enacted a specific depreciation provision mandatorily directing the ICC to establish uniform class rates of depreciation. During the Congressional hearings on this amendment held in 1919 and 1920, both the ICC and members of Congressional Committees declared that the Commission already had plenary power to prescribe all aspects of depreciation accounting, including uniform depreciation rates, under the "form of accounts" provision.⁶ In 1931, the ICC decided in a depreciation accounting case, where the issue became pertinent, that the specific depreciation provision added in 1920 did not confer any additional powers but was merely intended to compel the Commission to exercise its previously granted powers to prescribe uniform depreciation rates for entire classes of property.⁷ In 1936, the Supreme Court reached the same conclusion in *Northwestern Bell Telephone Co. v. Nebraska State Railway Commission*, 297 U. S. 471. This

decision makes manifest the understanding of the Supreme Court that the act of 1920 merely made mandatory the exercise of a preexisting power. After reciting that the 1906 act had conferred authority on the Commission to prescribe a uniform system of accounts for telephone companies "in its discretion," the Court stated (at 477):

The Commission never undertook to prescribe rates of depreciation for telephone companies under the Act of 1906. But the Transportation Act of February 28, 1920, again amending § 20 (5) of the Interstate Commerce Act, directed the Commission, "as soon as practicable", [to prescribe the classes of property to be depreciated and the applicable percentages of depreciation].

Nor does it appear that the ATA has made any satisfactory demonstration of even an unexpressed Congressional intention to withhold all powers over the entire subject of depreciation accounting from the Board. Surely, such an intent may not properly be inferred from the failure of Congress to include in the Civil Aeronautics Act a provision mandatorily directing the Board to prescribe uniform depreciation rates for classes of property.⁸

*At the outset, it should be noted that at the time when the Civil Aeronautics Act was enacted and throughout the period when it was under consideration by Congress, the only relevant provisions which had been enacted were section 20 (4) of the Interstate Commerce Act, relating to railroads, and section 220 (b) of the Federal Communications Act. Both of these provisions were framed in terms of a mandatory direction to the agency concerned to exercise preexisting powers. In 1940, after the enactment of the Civil Aeronautics Act, section 220 (c), granting discretionary authority to the Commission to prescribe depreciation rates, was added to Part II of the Interstate Commerce Act. Simultaneously, section 313 (d), which was a mandatory provision identical with section 20 (4) but applicable to water carriers, was added to Part III of the Interstate Commerce Act. Finally, the legislative history of these specific depreciation provisions does not contain any support for the view that Congress regarded them as grants of additional powers.

Furthermore, even if it were assumed that the failure of Congress to include a similar specific provision in the Civil Aeronautics Act was intended to withhold such powers as would otherwise be granted, the industry has mistaken the extent of the maximum powers over depreciation accounting which would be affected. By their very terms, each of these specific depreciation provisions relates to the prescription of uniform rates of depreciation for classes of property owned by classes of carriers. Furthermore, these provisions also contain clauses providing that the various prohibitions they impose with respect to depreciation charges shall only become effective when the regulatory agency concerned has exercised its specific authority to prescribe such class rates of depreciation. It should be noted that the ICC has continued for many years to prescribe specific depreciation rates for individual companies despite the fact that it has prescribed a very limited number of class depreciation rates. These considerations strongly indicate that the specific depreciation provisions relied upon by the industry are merely mandatory directions to exercise only a portion of the preexisting depreciation accounting powers which the ICC possesses under its general powers to prescribe the form of ac-

The best evidence of any such intention would, of course, have to be found in the legislative history of the Civil Aeronautics Act. But, there is no pertinent unambiguous statement in that legislative history which would support the inference that Congress intended to make depreciation an exception to the plenary scope of the Board's general power to regulate both the substance and the form of accounts.⁹ True enough, the Senate incorporated in its version of the bill, which ultimately became the act, a provision mandatorily directing the Board to prescribe uniform depreciation rates for classes of property while the bill which finally passed the House omitted this specific depreciation provision. Thus it was the action of the Conference Committee which controlled the final content of the Civil Aeronautics Act. That Committee made no mention of its reasons for omitting any provision specifically dealing with depreciation and merely reported that section 407 (d), as finally enacted, empowered the Board to prescribe the forms of accounts.¹⁰ It is most unlikely that the Committee would have taken the far-reaching and unprecedented step of withholding from the Board the powers over depreciation accounting which it had previously and subsequently included in the enabling acts of all other federal regulatory agencies unless it believed that such omission had only the limited effect of leaving the choice between the use of uniform depreciation rates and case-to-case review of non-uniform depreciation rates, established initially by the carriers, to the discretion of the Board.

counts. The United States Supreme Court appears to have reached the same conclusion in *Northwestern Bell Telephone Co. v. Nebraska State Railway Commission*, cited supra. In that case an ICC order prescribing a uniform system of accounts which specified, in great detail, the precise methods to be used in determining depreciation charges but did not fix any specific depreciation rates, was held not to constitute an exercise of the specifically granted statutory power to prescribe depreciation rates.

Consequently, the Board would enjoy ample statutory authority to regulate all aspects of air carrier depreciation accounting practices other than the prescription of uniform class depreciation rates even if the industry's interpretation of the Congressional intent underlying the enactment of section 407 (d) could properly override the plain meaning of its language.

⁴The only reference to this subject can be found in two statements made by Senator Truman which merely disclosed his opposition to the imposition of a mandatory requirement upon a new agency engaged in regulating a dynamic and rapidly changing industry. (Hearings before the Senate Subcommittee of the Committee on Interstate and Foreign Commerce on S. 3659, 75th Cong. 3d Sess. 5 (1938); Cong. Rec. May 12, 1938 at page 6727.) Irrespective, however, of the validity of this interpretation of these statements it should be noted that they may not be given great weight. For, the Senate did not accede to Truman's view. Furthermore, even though Truman was one of the conferees it cannot be assumed that the omission of the specific provision was motivated by his reasons.

¹⁰Conference Report to accompany S. 3845, 75th Cong., 3d Sess., June 7, 1938.

⁴Section 20 (5) of the current Interstate Commerce Act.

⁵See history of depreciation rate regulation, for accounting purposes, summarized in *Telephone and Railroad Depreciation Charges*, 177 ICC 351, 359-365 (1931).

⁶Senate Hearings on Extension of Tenure of Government Control of Railroads, 65th Cong., 3rd Sess., 240, and House Hearings on Return of Railroads to Private Control, 66th Cong., 1st Sess., 2858, quoted at 177 ICC 362, 363.

⁷Telephone and Railroad Depreciation Charges, 177 ICC 351, 360, 367 (1931).

Consideration of the drastic and adverse impact which would flow from the ATA's position that an affirmative intent to withhold all power over depreciation accounting from the Board should be inferred from the silence of the Congressional Committee lends substantial support to the foregoing interpretation. If Congress has deprived the Board of all power to regulate depreciation accounting, all air carriers are at liberty to fail to keep any depreciation accounts whatsoever. Consequently, they would enjoy statutory sanction to disclose false asset values on their balance sheets which would seriously hamper the Board in discharging its regulatory responsibilities under the act. And, any such practice would also undermine the value of certificated air carrier financial statements to the public by inflating the investment bases reflected in the Form 41 reports to the Board and thus obscuring the amount of the earned profit as well as the basis for determination of the reasonable return of the true amount of the used and useful investment. The Board does not believe that any intention to create such a significant hiatus in the comprehensive scheme of regulation embodied in the Civil Aeronautics Act should be imputed to Congress in disregard of the plain meaning of the statutory language deliberately chosen to define the limits of the Board's jurisdiction over air carrier accounting practices.

Finally, in *Alaska Airlines v. C. A. B.*, D. C. D. C., Civil, No. 3638-56, memorandum of June 25, 1957 (appeal pending), the Court expressly upheld the Board's power to regulate depreciation accounting.

Turning now to the policy objections raised by ATA, it appears that the need for Board control of depreciation accounting practices has been questioned on the theory that the Board itself could make all accounting adjustments necessary to conform the reports of air carriers to the standards required in the regulatory process. Thus, it is argued that the Board clearly enjoys ample legal power to prescribe depreciation rates and methods in rate proceedings but that it may not require an air carrier to keep its accounts in accordance with such determinations. However, such adjusted depreciation status can be made available to the Board only by means of separate and independent records developed by its staff which must be used in lieu of the accounts kept by the air carriers in conformance with the Board's accounting regulations. Clearly then, depreciation adjustments made in rate cases but never incorporated in the accounts of the air carriers cannot serve as an adequate substitute for the prescription of the depreciation accounting practices of air carriers as a part of the Uniform System of Accounts. It is understood, of course, that these regulations relate to accounting practices only, while rate cases are decided on the basis of the records made therein.

Finally, the industry suggestion ignores the fundamental objective of a Uniform System of Accounts, namely, that it provide the tools by which the

Board may effectively perform its regulatory responsibility. The substantive aspects of depreciation cannot reasonably be differentiated from other substantive aspects of the uniform system. The Congress must have intended that there be only one set of carrier accounts and records, namely, those of the carriers maintained on such consistent basis as the Board may prescribe. But, under the industry suggestion two sets of accounts and records would be maintained for depreciation alone, among all substantive areas embraced by the uniform system, one by the carriers and another by the Board to meet regulatory needs. The Congress could not have intended that the government employ a staff for the purpose of keeping accounts and records of carrier operations in the area of depreciation while at the same time directing the industry to keep such accounts and records in other areas in the manner required by the Board. Indeed, such an imposition of the Board and its staff would be virtually impossible of performance except in particular isolated cases and could not be performed currently on a timely basis coincident with the release of carrier quarterly financial statements as would be required to meet the recurrent analytical needs of the Board and the public. But even if independent record keeping and publication by the Board is considered feasible, substantial public confusion would result in the reliance upon different financial statements: one used by the carriers and the other by the Board, both of which purport to be based upon a Uniform System of Accounts prescribed by the Board.

The ATA also argues that apart from the question of whether Board control over depreciation accounting practices is necessary, it is impossible to prescribe uniform depreciation methods or rates at the present stage of the development of the air transportation industry. This contention is largely predicated upon the allegation that the operating and financial conditions of different air carriers are so greatly at variance as to preclude the use of standardized depreciation accounting practices. One basic difficulty with this contention is that it ignores the fact that while the service life of depreciable property is usually estimated primarily upon the basis of useful physical life, the Board has consistently accorded greater weight to obsolescence factors in making its depreciation life determinations.

The reasons underlying this choice of service lives shorter than useful physical lives are explained by the Board in its opinion in the *Transatlantic Final Mail Rate Case* (Order No. E-8833), decided December 20, 1954. That opinion stated, in justifying the reasonableness of the rate of return therein prescribed, that:

In determining the reasonableness of a 9 percent rate of return to meet the carriers' needs, there is one additional factor which we must consider. That is the Board's depreciation policies. We have in the past deliberately followed a very conservative policy with respect to the periods over which carriers are permitted to depreciate equipment. This policy was designed to provide the maximum protection against loss on dis-

position of equipment consistent with the overall public interest. As a result of such policy, there have been relatively few occasions when equipment has had to be sold at a loss. As a matter of fact, today both TWA and PAA operate fully depreciated Constellation equipment which will be useful for many years. The relatively short period of time over which the Board has allowed the industry to recoup the cost of its equipment through depreciation charges has been a tremendous aid in the financing of new equipment, which is by far the greatest capital need of the industry. It has enabled the carriers to borrow at low interest rates. It has contributed to the financial strength of the carriers' balance sheets. Thus, our depreciation policies not only directly affect the carriers' need for long term capital but also have a substantial impact on the cost of such capital as they do need.

Again, in the *Reopened Transatlantic Final Mail Rate Case* (Order No. E-10117), decided March 23, 1956, the Board sustained an Examiner's ruling that the entire profit realized from the sale of certain flight equipment during an open mail rate period was to be offset against the recognized need for subsidy mail pay because such profits stemmed from its deliberate * * * "use of conservative service lives for depreciation purposes as an incentive to replace fleets with more modern aircraft. It would be a perversion of this promotional objective to accede to TWA's argument." By the same token, a departure from the already liberal seven-year service life and realistic straight-line method would constitute the extension of greater privileges to air carriers not necessary to the realization of the Board's promotional objective.

While not advocating any specific alternative to straight-line depreciation, the industry holds the view that the particular method or methods to be used in the future should be left to the choice of individual carrier managements and has challenged the proposed prescription of straight-line depreciation. But, the Uniform System of Accounts must speak a common language to be useful to Board and public users of the financial statements derived therefrom. The industry has cited the general practice in other regulatory agencies of not prescribing uniform depreciation rates. It is believed, that whatever the practice may be respecting rates of depreciation, other regulatory agencies generally do prescribe a uniform method of depreciation.

There are many methods of allocating depreciation between different time periods which are equally acceptable from an accounting point of view depending upon existing circumstances. The straight-line method is one such method which is commonly used throughout the industry. For many years, the Board has used a 7-year service life on airframes and aircraft engines of the types encompassed by this rule in its determinations of fair and reasonable mail rates. Moreover, it has consistently utilized a 15 percent residual value for such equipment during the last several years in establishing mail rates. No other method has gained any substantial acceptance throughout industry. No alternative common method has been advocated by the air transport industry.

Yet financial statements of a regulated industry must be prepared on a consistent basis to be useful in the regulatory process. As a consequence there would seem to be no justification in terms of current or immediately contemplated circumstances for the Board to depart from the straight-line depreciation methods now in use on such a widespread basis within the air transport industry. Nevertheless, the Board recognizes other methods could conceivably in the future or under particular circumstances produce more reasonable allocation of depreciation costs between accounting periods. The specific waiver provision for departure from prescribed depreciation practices has therefore been expanded to embrace methods as well as rates of depreciation.

The industry has also challenged the propriety of establishing uniform rates of depreciation on grounds that the facts of depreciation are peculiarly influenced by the characteristics of individual carriers. The industry cites as evidence the fact that other regulatory agencies generally prescribed particularized depreciation rates rather than uniform rates. However, the Board must presume that all regulatory agencies have as an underlying objective the application of consistent standards to all entities subject to their regulation and that like circumstances in operating conditions would result in the establishment of like rates of depreciation. While not attempting to assess the circumstances of other regulated industries, the Board believes that the circumstances surrounding air transportation are such that airframes and aircraft engines of any given type of the individual carriers generally reflect a common rate of loss in value. In the first place obsolescence factors, rather than physical deterioration factors, are of primary influence in the lessening in value of airframes and aircraft engines for use by particular carriers. Moreover, air carriers are highly competitive and in large part operate over identical or parallel routes serving substantially equivalent traffic markets. The competitive impact is evident by the common tendency of whole segments of the industry to dispose of particular types within such a short span of time as to approximate a common retirement date. In addition, aircraft are of standardized manufacture and are generally readily interchangeable, and as a matter of practice are commonly interchanged in operations as between carriers under lease or through flight agreements. Being primarily a matter of obsolescence to particular segments of the industry rather than physical wear and tear to particular carriers, depreciation of aircraft is in very large part determined by the availability and the valuations placed upon particular types by a secondhand market irrespective of carriers by which used. The replacement program of industry segments rather than individual carriers consequently determines in large part the value, if any, the market will place upon particular types of aircraft. As a consequence the desirable objective of consistency of regulation under common circumstances would seem generally

attainable within the air transport industry.

However, the Board has recognized that uniform depreciation rates should not be prescribed by legislative fiat in the absence of actual uniformity as between carriers. This rule therefore provides for waiver from the standardized depreciation rates herein prescribed upon a demonstration by particular air carriers, or groups of air carriers, that such standardized rates are not supportable under particularized circumstances. The Board, as clearly stated in Draft Release 68, intends to revise the prescribed rates, through such formal or informal procedures as appear appropriate, whenever revisions of this regulation may be required by changed circumstances of the industry or individual carriers. Consequently, it would seem the challenge directed at this rule by the industry is premature because no question has been raised with respect to the application of the provisions of this rule to any carrier whose circumstances may justify a departure from the standardized rates here prescribed.

It is a fundamental precept of all accounting that costs be distributed to the accounting years in which the revenues made possible thereby are realized. Depreciation accounting is firmly rooted in this principle. Unless it is closely observed, serious distortions of both asset values and income will necessarily result. The Board has commonly used a seven-year service life in all of its mail rate proceedings for many years. Moreover, it has consistently used a 15 percent residual value in settling mail rates for several years. Likewise, the industry has also predominantly used a seven-year service life for internal accounting and for reporting to the Board. However, there has been substantial diversity in the residual values used by air carriers. Nevertheless, the 15 percent residual value used by the Board in its determinations of depreciation for mail rate purposes appears conservative in light of historical disposal prices commonly realized by the industry. Nor has the industry directly challenged the specifically prescribed depreciation rates as constituting unreasonable rates of depreciation. For the foregoing reasons, the Board believes that the rates of depreciation here prescribed conform with the fundamental accounting principle of matching costs and revenues and does not find persuasive the industry view that it should reverse the longstanding depreciation policy held by the Board, for mail rate-making purposes, of prescribing standard depreciation rates for like airframes and aircraft engines operated by different carriers.

Interested persons have been afforded an opportunity to participate in the formulation of this amendment, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 241 of the Economic Regulations (14 CFR Part 241), effective January 1, 1958, to read as follows:

1. By amending § 241.2-14 (c) and (d) to read as follows:

(c) The residual values and service lives to be used by air carriers in calculating depreciation shall be those which may be prescribed from time to time by the Civil Aeronautics Board (see § 241.35), except that where no rates previously have been prescribed, the air carrier shall calculate depreciation in accordance with the instructions herein. Where changing conditions make necessary a revision or adjustment in rates of depreciation prescribed by the Civil Aeronautics Board, or when the prescribed rates fail to recognize the impact of peculiarities of particular operations upon depreciation factors, the air carrier may petition for waiver of such prescribed rates. In the event such waiver is made, the revised rates shall become effective only as approved and from such date as shall be prescribed by the Civil Aeronautics Board. In the event residual values and service lives have not been prescribed by the Civil Aeronautics Board, depreciation shall be calculated by the air carrier in such manner as will prevent the charging of either excessive or inadequate expense of the accumulation of excessive or inadequate reserves, and shall be based upon a study of the air carrier's history and experience and such engineering or other information as may be available with respect to prospective future conditions and without regard to depreciation accounting practices adopted for tax purposes. Undepreciable residual values shall be established for each class of property and equipment and shall represent the fair and reasonable estimate of the recoverable value as of the end of the service life over which property is depreciated. Residual values shall reflect values which are dissipated by use but are normally restored to individual units of property through recurrent repairs and periodic maintenance operations, and shall include the estimated cost of periodic maintenance operations for which reserves are provided, which, if not reflected in such residual values, would produce duplicate charges to expense.

(d) Each air carrier shall file with the Civil Aeronautics Board on or before January 1, 1957 a statement which clearly and completely describes for each category of property and equipment the bases upon which the respective residual values and service lives have been assigned. For each new type of property or equipment acquired subsequently, such a statement shall be submitted within 90 days after the property or equipment has been placed in regular service. Where changing conditions make necessary a revision or adjustment in rates of depreciation or residual values on categories of property or equipment for which rates of depreciation or residual values have not been prescribed by the Civil Aeronautics Board, a supplementary statement shall be attached to CAB Form 41 filed for the period in which such revisions or adjustments are made which shall clearly and completely describe the bases upon which the residual values and service lives have been revised. Retroactive adjustments in depreciation rates are in general prohib-

ited. The depreciation rates and residual values set forth in such statement shall thenceforth be used by the air carrier unless it is notified by the Civil Aeronautics Board that the service lives or residual values do not meet the requirements set forth herein.

2. By amending § 241.5-4 (g) to read as follows:

(g) Rates of depreciation and undepreciable residual values applied to each class of depreciable property and equipment shall be calculated to distribute the estimated depreciable value, under the straight-line method, in equal annual charges to operating expense accounts and other accounts over the estimated service life of the property and equipment; provided, that other methods may be used for depreciation of specific classes of property or equipment upon waiver of this requirement by the Civil Aeronautics Board following a factually supported demonstration that the service life of each such class of property or equipment corresponds more closely to such other methods than to straight-line calendar time.

3. By inserting § 241.35 to read as follows:

§ 241.35 *Property and equipment depreciation rates.* (a) For purposes of this system of accounts and reports, the following residual values and service lives are herewith prescribed:

(1) For each pressurized cabin airframe, and each related aircraft engine, acquired subsequent to December 31, 1947, exclusive of Boeing B-377 aircraft and turbo-prop or jet propelled aircraft types: (i) An undepreciated residual value equivalent to 15 percent of book cost, plus the estimated one-time cost of each material periodic maintenance operation performed at intervals significantly longer than 12 months apart, and (ii) a straight-line, seven-year service life applied to the depreciable value.

This is Amendment No. 2 to Part 241 (Revised), effective January 1, 1957, printed in the FEDERAL REGISTER June 23, 1956.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 407, 416, 52 Stat. 1000, as amended, 1004, as amended; 49 U. S. C. 487, 496)

By the Civil Aeronautics Board.¹

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 57-9850; Filed, Nov. 26, 1957; 8:59 a. m.]

Chapter II—Civil Aeronautics Administration, Department of Commerce

[Amdt. 15]

PART 600—DESIGNATION OF CIVIL AIRWAYS

EXTENT OF CIVIL AIRWAYS

The recent amendments to Part 60 of the Civil Air Regulations adopted by the Civil Aeronautics Board on October 1, 1957 (22 F. R. 7897), authorizing the Administrator to designate a continental

control area, specify that the present system of Colored and Victor airways will extend up to but not include 27,000 feet mean sea level. At and above 27,000 feet, MSL, navigation will be conducted primarily on designated high altitude L/MF or VOR facilities which will serve to define the routes to be flown. Such routes, which will be no longer known as civil airways, will be established by the Administrator as Jet Routes and prescribed in Part 602 of this title. In addition, in order to implement the provisions for a continental control area, the definition of a civil airway is amended to provide that a civil airway extends upwards to, but not including 27,000 feet MSL, within the continental control area.

Since Part 60 was amended some time ago by substituting the term "prohibited area" for "airspace reservation", this amendment now provides for the exclusion of prohibited areas instead of an airspace reservation from the airspace designated as a civil airway.

The explanation of terms is also amended to provide that all bearings used in this part shall be true from the point of origin. This editorial provision eliminates the necessity of repeating the word "true" after each bearing in each airway description.

Inasmuch as the adoption of the amendments to Part 60 by the Board afforded interested persons an opportunity to express their views and comments respecting the redesignation of the civil airways to conform with the amendments to Part 60, further notice and public procedure in accordance with section 4 of the Administrative Procedure Act is unnecessary and contrary to the public interest. Therefore, the amendment as proposed will become effective on December 1, 1957.

Part 600 is amended as follows:

1. Section 600.2 is amended by adding new paragraphs (d), (e), and (f) to read as follows:

§ 600.2 *Explanation of terms.* * * *

(d) As used in this part all bearings shall be true from the point of origin.

(e) As used in this part the continental United States shall mean all of the several States of the United States (including the District of Columbia) and the territorial waters and the overlying airspace thereof.

(f) As used in this part the United States shall mean the territory comprising the several States, Territories, possessions, and the District of Columbia (including the territorial waters thereof) and the overlying airspace, but shall not include the Canal Zone.

2. Section 600.3 (a) is amended to read as follows:

§ 600.3 *Extent of civil airways.* (a) Unless otherwise specified in Subparts B and C of this part, each civil airway shall include the navigable airspace of the United States above all that area on the surface of the earth lying within 5 miles of the centerline prescribed for each such airway: *Provided*, That a civil airway lying within the continental United States shall not include the airspace at and above 27,000 feet MSL: *Provided further*, That a civil airway shall

not include any of the airspace of a prohibited area as defined in Part 60 of this title.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 302, 52 Stat. 985, as amended; 49 U. S. C. 452)

This amendment will become effective December 1, 1957.

[SEAL] JAMES T. PYLE,
Administrator of Civil Aeronautics.

NOVEMBER 21, 1957.

[F. R. Doc. 57-9799; Filed, Nov. 26, 1957; 8:47 a. m.]

[Amdt. 18]

PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, AND REPORTING POINTS

CONTINENTAL CONTROL AREA

Pursuant to the recent amendments to Part 60 adopted by the Civil Aeronautics Board on October 1, 1957 (22 F. R. 7897), which authorizes the Administrator to designate a continental control area within the United States at and above 24,000 feet, MSL, exclusive of prohibited and restricted areas, Part 601 is hereby amended to designate a continental control area. Within the area so designated, air traffic control is to be exercised and the air traffic rules of Part 60 shall apply.

Since the adoption of the amendments to Part 60 by the Board on October 1, 1957, afforded interested persons an opportunity to express their views and comments respecting the designation of this continental control area, in the interest of safety in air commerce, further notice and public procedure in accordance with the Administrative Procedure Act is unnecessary and contrary to the public interest. Therefore, the designation of the continental control area is adopted to become effective on December 1, 1957. In order to accomplish this designation, Part 601 is amended to read as follows:

1. By amending the title of Part 601 to read as set forth above.

2. By amending §§ 601.1 through 601.9 of Subpart A to read as follows:

Subpart A—Introduction

GENERAL

Sec.
601.1 Basis and purpose.
601.2 Explanation of terms.

CONTROL AREAS

601.9 Lateral extent of control areas.

AUTHORITY: §§ 601.1 to 601.9 issued under sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 601, 52 Stat. 1007, as amended; 49 U. S. C. 551.

SUBPART A—INTRODUCTION

GENERAL

§ 601.1 *Basis and purpose.* The basis of this part is found in sections 205 and 601 of the Civil Aeronautics Act of 1938, as amended, and Part 60 of this title. The purpose of this part is to designate the continental control area, control areas, control zones, and reporting points in order to provide for the safety of aircraft operating in interstate, overseas, and foreign air commerce.

¹ Vice Chairman Gurney dissenting.

§ 601.2 *Explanation of terms.* As used in this part:

(a) "Control area" shall mean the airspace within an area designated in Subparts B and C, extending upward from an altitude of 700 feet, above the surface, but not including the airspace within that area designated as the continental control area. Within a control area air traffic control is exercised in accordance with the air traffic rules of Part 60 of this title.

(b) "Continental control area" shall mean the airspace above 24,000 feet, MSL, within the continental United States as designated in § 601.7101, within which air traffic control is exercised in accordance with the air traffic rules of Part 60 of this title.

(c) "Control zone" shall mean the airspace within an area designated in Subpart D of this part, upward from the surface to include one or more airports and within which rules additional to those governing flight in control areas are prescribed in Part 60 of this title, for protection of air traffic.

(d) "Reporting point" shall mean a geographic location in relation to which the position of an aircraft shall be reported in accordance with the requirements of § 60.47 of this title.

(e) "Mile" means "statute mile" unless otherwise specified in this part.

(f) All bearings shall be true from the point of origin.

CONTROL AREAS

§ 601.9 *Lateral extent of control areas.* Where a point or intersection prescribed in this part for designating a control area coincides with a point or intersection specified in designating the centerline of civil airways, the control areas shall include all of the airspace within 5 miles either side of a straight line extended through the center of the points or intersections specified in designating the civil airways and all of the airspace within a 5-mile radius of such points or intersections unless otherwise provided in Subparts B, C and F of this part. In addition, such control areas shall include all the airspace between straight lines connecting the center of the points or intersections specified in designating the main and associated alternate VOR civil airways, unless otherwise specified.

3. A new Subpart H is added to read as follows:

SUBPART H—CONTINENTAL CONTROL AREA

§ 601.7101 *Designation of Continental Control Area.* The Continental Control Area shall consist of all the airspace above the several states of the United States (including the District of Columbia), and the territorial waters thereof, at and above 24,000 feet, mean sea level, exclusive of restricted and prohibited areas prescribed by Executive Order or in Part 608 of this chapter.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 601, 52 Stat. 1007, as amended; 49 U. S. C. 551)

These amendments shall become effective December 1, 1957.

[SEAL] JAMES T. PYLE,
Administrator of Civil Aeronautics.

NOVEMBER 21, 1957.

[F. R. Doc. 57-9800: Filed, Nov. 26, 1957;
8:47 a. m.]

PART 602—ESTABLISHMENT OF CODED JET ROUTES AND NAVIGATIONAL AIDS IN CONTINENTAL CONTROL AREA

The recent amendments to Part 60 of the Civil Air Regulations, adopted by the Civil Aeronautics Board on October 1, 1957, 22 F. R. 7897, authorized the Administrator, among other things, to designate a continental control area at and above 24,000 feet, MSL. Moreover, as stated in the preamble to such amendments, the present system of Colored and Victor airways will extend up to but not include 27,000 feet, MSL, within the continental control area. At and above such altitude the Administrator will establish a jet route structure and establish navigational aids for the navigation of jet aircraft within the continental control area.

In view of the above, the Administrator hereby adopts a new Part 602 establishing jet routes within the continental control area. These jet routes are established as direct courses between two or more high altitude navigational facilities or the intersections of their signals and codified for convenience of the users.

In addition to the coded jet routes, this part also establishes navigational facilities or intersections of their signals between which aircraft may also navigate outside of the coded jet route system.

The jet routes will have no defined width. In view of the operational requirements of § 60.45 (b) of this title, that aircraft be flown along the direct course between navigational aids or fixes defining the route, air traffic control will be exercised on the assumption that aircraft are being flown in compliance with this requirement and lateral separation will be provided accordingly.

Since the adoption of the amendments to Part 60 by the Board afforded interested persons an opportunity to express their views and comments respecting the establishment of high altitude navigational routes, and the amendments have been coordinated with the civil operators involved, the Army, the Navy, and the Air Force, further notice and public procedure in accordance with section 4 of the Administrative Procedure Act is unnecessary and contrary to public interest. Therefore, this part is adopted to become effective December 1, 1957.

Subpart A—Introduction

- | | |
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| 602.2 | Explanation of terms. |
| 602.3 | Direction of jet routes. |
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Subpart B—Established Navigational Aids and Intersections of Their Signals Within the Continental Control Area

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| 602.11 | Established navigational aids and intersections within the continental control area. |
| 602.101 | L/MF jet route No. 1 (San Diego, Calif., to Seattle, Wash.). |
| 602.102 | L/MF jet route No. 2 (San Diego, Calif., to Jacksonville, Fla.). |
| 602.103 | L/MF jet route No. 3 (San Diego, Calif., to Spokane, Wash.). |
| 602.104 | L/MF jet route No. 4 (Los Angeles, Calif., to Florence, S. C.). |
| 602.105 | L/MF jet route No. 5 (Los Angeles, Calif., to Seattle, Wash.). |
| 602.106 | L/MF jet route No. 6 (Palmdale, Calif., to Washington, D. C.). |
| 602.107 | L/MF jet route No. 7 (Oakland, Calif., to Great Falls, Mont.). |
| 602.108 | L/MF jet route No. 8 (Oklahoma City, Okla., to Belleville, Ill.). |
| 602.109 | L/MF jet route No. 9 (Los Angeles, Calif., to Great Falls, Mont.). |
| 602.110 | L/MF jet route No. 10 (Los Angeles, Calif., to New York, N. Y.). |
| 602.111 | L/MF jet route No. 11 (Phoenix, Ariz., to Prescott, Ariz.). |
| 602.112 | L/MF jet route No. 12 (Denver, Colo., to Baltimore, Md.). |
| 602.113 | L/MF jet route No. 13 (El Paso, Tex., to Great Falls, Mont.). |
| 602.114 | L/MF jet route No. 14 (Sacramento, Calif., to New York, N. Y.). |
| 602.115 | L/MF jet route No. 15 (Wink, Tex., to Boise, Idaho). |
| 602.116 | L/MF jet route No. 16 (Portland, Oreg., to Boston, Mass.). |
| 602.117 | L/MF jet route No. 17 (San Antonio, Tex., to Rapid City, S. Dak.). |
| 602.118 | L/MF jet route No. 18 (Seattle, Wash., to Sault Ste. Marie, Mich.). |
| 602.119 | L/MF jet route No. 19 (Dallas, Tex., to Omaha, Nebr.). |
| 602.120 | L/MF jet route No. 20 (Seattle, Wash., to Melbourne, Fla.). |
| 602.121 | L/MF jet route No. 21 (Laredo, Tex., to Duluth, Minn.). |
| 602.122 | L/MF jet route No. 22 (Laredo, Tex., to Washington, D. C.). |
| 602.123 | L/MF jet route No. 23 (Brownsville, Tex., to North Platte, Nebr.). |
| 602.124 | L/MF jet route No. 24 (Gila Bend, Ariz., to Norfolk, Va.). |
| 602.125 | L/MF jet route No. 25 (San Antonio, Tex., to Tulsa, Okla.). |
| 602.126 | L/MF jet route No. 26 (El Paso, Tex., to Norfolk, Va.). |
| 602.127 | L/MF jet route No. 27 (San Antonio, Tex., to Peoria, Ill.). |
| 602.128 | L/MF jet route No. 28 (Pueblo, Colo., to Wichita, Kans.). |
| 602.129 | L/MF jet route No. 29 (Alice, Tex., to Presque Isle, Maine). |
| 602.130 | L/MF jet route No. 30 (Denver, Colo., to Washington, D. C.). |
| 602.131 | L/MF jet route No. 31 (Lake Charles, La., to Pueblo, Colo.). |
| 602.132 | L/MF jet route No. 32 (Elko, Nev., to Duluth, Minn.). |
| 602.133 | L/MF jet route No. 33 (Lake Charles, La., to Minneapolis, Minn.). |
| 602.134 | L/MF jet route No. 34 (Dickinson, N. Dak., to Baltimore, Md.). |
| 602.135 | L/MF jet route No. 35 (New Orleans, La., to Chicago, Ill.). |
| 602.136 | L/MF jet route No. 36 (Fargo, N. Dak., to Selfridge, Mich.). |
| 602.137 | L/MF jet route No. 37 (New Orleans, La., to Burlington, Vt.). |
| 602.138 | L/MF jet route No. 38 (Phillipsburg, Pa., to New York, N. Y.). |
| 602.139 | L/MF jet route No. 39 (Crestview, Fla., to Houghton, Mich.). |
| 602.140 | L/MF jet route No. 40 (Montgomery, Ala., to Charleston, S. C.). |

Sec.
602.141 L/MF jet route No. 41 (Miami, Fla., to Omaha, Nebr.).
602.142 L/MF jet route No. 42 (Dallas, Tex., to Norfolk, Va.).
602.143 L/MF jet route No. 43 (Key West, Fla., to Dayton, Ohio.).
602.144 L/MF jet route No. 44 (Las Vegas, Nev., to Prescott, Ariz.).
602.145 L/MF jet route No. 45 (Jacksonville, Fla., to Des Moines, Iowa).
602.146 L/MF jet route No. 46 (Tampa, Fla., to West Palm Beach, Fla.).
602.147 L/MF jet route No. 47 (Charleston, S. C., to Dayton, Ohio.).
602.148 L/MF jet route No. 48. [Unassigned.]
602.149 L/MF jet route No. 49 (Greensboro, N. C., to Presque Isle, Maine).
602.150 L/MF jet route No. 50. [Unassigned.]
602.151 L/MF jet route No. 51 (Jacksonville, Fla., to Raleigh, N. C.).
602.152 L/MF jet route No. 52 (Birmingham, Ala., to Florence, S. C.).
602.153 L/MF jet route No. 53 (Miami, Fla., to New York, N. Y.).
602.154 L/MF jet route No. 54. [Unassigned.]
602.155 L/MF jet route No. 55 (Key West, Fla., to Presque Isle, Maine).
602.156 L/MF jet route No. 56. [Unassigned.]
602.157 L/MF jet route No. 57 (Greensboro, N. C., to Sault Ste. Marie, Mich.).
602.158 L/MF jet route No. 58 (Sacramento, Calif., to Enterprise, Utah).
602.159 L/MF jet route No. 59 (Phillipsburg, Pa., to Syracuse, N. Y.).
602.160 L/MF jet route No. 60. [Unassigned.]
602.161 L/MF jet route No. 61 (Baltimore, Md., to Buffalo, N. Y.).
602.162 L/MF jet route No. 62. [Unassigned.]
602.163 L/MF jet route No. 63 (New York, N. Y., to Syracuse, N. Y.).
602.164 L/MF jet route No. 64. [Unassigned.]
602.165 L/MF jet route No. 65 (Phoenix, Ariz., to Red Bluff, Calif.).

Subpart D—VOR/VORTAC Jet Routes

602.501 VOR/VORTAC jet route No. 1 (San Diego, Calif., to Seattle, Wash.).
602.502 VOR/VORTAC jet route No. 2 (San Diego, Calif., to Jacksonville, Fla.).
602.503 VOR/VORTAC jet route No. 3 (San Diego, Calif., to Spokane, Wash.).
602.504 VOR/VORTAC jet route No. 4 (Los Angeles, Calif., to Florence, S. C.).
602.505 VOR/VORTAC jet route No. 5 (Los Angeles, Calif., to Seattle, Wash.).
602.506 VOR/VORTAC jet route No. 6 (Palmdale, Calif., to Herndon, Va.).
602.507 VOR/VORTAC jet route No. 7 (Oakland, Calif., to Great Falls, Mont.).
602.508 VOR/VORTAC jet route No. 8 (Oklahoma City, Okla., to Herndon, Va.).
602.509 VOR/VORTAC jet route No. 9 (Los Angeles, Calif., to Great Falls, Mont.).
602.510 VOR/VORTAC jet route No. 10 (Los Angeles, Calif., to New York, N. Y.).
602.511 VOR/VORTAC jet route No. 11 (Phoenix, Ariz., to Salt Lake City, Utah).
602.512 VOR/VORTAC jet route No. 12 (Utah Lake, Utah, to Baltimore, Md.).
602.513 VOR/VORTAC jet route No. 13 (El Paso, Tex., to Great Falls, Mont.).
602.514 VOR/VORTAC jet route No. 14 (Oakland, Calif., to New York, N. Y.).

Sec.
602.515 VOR/VORTAC jet route No. 15 (Wink, Tex., to Boise Idaho).
602.516 VOR/VORTAC jet route No. 16 (Portland, Oreg., to Boston, Mass.).
602.517 VOR/VORTAC jet route No. 17 (San Antonio, Tex., to Rapid City, S. Dak.).
602.518 VOR/VORTAC jet route No. 18 (Seattle, Wash., to Duluth, Minn.).
602.519 VOR/VORTAC jet route No. 19 (Dallas, Tex., to Omaha, Nebr.).
602.520 VOR/VORTAC jet route No. 20 (Seattle, Wash., to Orlando, Fla.).
602.521 VOR/VORTAC jet route No. 21 (Laredo, Tex., to Duluth, Minn.).
602.522 VOR/VORTAC jet route No. 22 (Laredo, Tex., to Washington, D. C.).
602.523 VOR/VORTAC jet route No. 23 (Brownsville, Tex., to North Platte, Nebr.).
602.524 VOR/VORTAC jet route No. 24 (Gila Bend, Ariz., to Flat Rock, Va.).
602.525 VOR/VORTAC jet route No. 25 (San Antonio, Tex., to Kansas City, Mo.).
602.526 VOR/VORTAC jet route No. 26 (El Paso, Tex., to Gordonsville, Va.).
602.527 VOR/VORTAC jet route No. 27 (San Antonio, Tex., to Peoria, Ill.).
602.528 VOR/VORTAC jet route No. 28 (Daggett, Calif., to Vichy, Mo.).
602.529 VOR/VORTAC jet route No. 29 (Alice, Tex., to Presque Isle, Maine).
602.530 VOR/VORTAC jet route No. 30 (Denver, Colo., to Washington, D. C.).
602.531 VOR/VORTAC jet route No. 31 (Lake Charles, La., to Pueblo, Colo.).
602.532 VOR/VORTAC jet route No. 32 (Elko, Nev., to Duluth, Minn.).
602.533 VOR/VORTAC jet route No. 33 (Lake Charles, La., to Minneapolis, Minn.).
602.534 VOR/VORTAC jet route No. 34 (Dickinson, N. Dak., to Herndon, Va.).
602.535 VOR/VORTAC jet route No. 35 (New Orleans, La., to Naperville, Ill.).
602.536 VOR/VORTAC jet route No. 36 (Fargo, N. Dak., to Selfridge, Mich.).
602.537 VOR/VORTAC jet route No. 37 (New Orleans, La., to Plattsburg, N. Y.).
602.538 VOR/VORTAC jet route No. 38 (Duluth, Minn., to New York, N. Y.).
602.539 VOR/VORTAC jet route No. 39 (Crestview, Fla., to Lansing, Mich.).
602.540 VOR/VORTAC jet route No. 40 (Montgomery, Ala., to Charleston, S. C.).
602.541 VOR/VORTAC jet route No. 41 (Miami, Fla., to Omaha, Nebr.).
602.542 VOR/VORTAC jet route No. 42 (Dallas, Tex., to Nashville, Tenn.).
602.543 VOR/VORTAC jet route No. 43 (Key West, Fla., to Dayton, Ohio.).
602.544 VOR/VORTAC jet route No. 44 (Las Vegas, Nev., to Prescott, Ariz.).
602.545 VOR/VORTAC jet route No. 45 (Jacksonville, Fla., to Des Moines, Iowa).
602.546 VOR/VORTAC jet route No. 46 (Tampa, Fla., to West Palm Beach, Fla.).
602.547 VOR/VORTAC jet route No. 47 (Charleston, S. C., to Dayton, Ohio.).
602.548 VOR/VORTAC jet route No. 48 (El Paso, Tex., to San Antonio, Tex.).
602.549 VOR/VORTAC jet route No. 49 (Miami, Fla., to Presque Isle, Maine).

Sec.
602.550 VOR/VORTAC jet route No. 50 (El Paso, Tex., to Crestview, Fla.).
602.551 VOR/VORTAC jet route No. 51 (Jacksonville, Fla., to Raleigh, N. C.).
602.552 VOR/VORTAC jet route No. 52 (Birmingham, Ala., to Florence, S. C.).
602.553 VOR/VORTAC jet route No. 53 (Key West, Fla., to Pittsburgh, Pa.).
602.554 VOR/VORTAC jet route No. 54 (Garden City, Kans., to Springfield, Mo.).
602.555 VOR/VORTAC jet route No. 55 (Jacksonville, Fla., to Presque Isle, Maine).
602.556 VOR/VORTAC jet route No. 56 (Salt Lake City, Utah, to Kremmling, Colo.).
602.557 VOR/VORTAC jet route No. 57 (Greensboro, N. C., to Appleton, Ohio).
602.558 VOR/VORTAC jet route No. 58. [Unassigned.]
602.559 VOR/VORTAC jet route No. 59 (Charleston, W. Va., to Syracuse, N. Y.).
602.560 VOR/VORTAC jet route No. 60. [Unassigned.]
602.561 VOR/VORTAC jet route No. 61 (Baltimore, Md., to Buffalo, N. Y.).
602.562 VOR/VORTAC jet route No. 62. [Unassigned.]
602.563 VOR/VORTAC jet route No. 63 (New York, N. Y., to Syracuse, N. Y.).
602.564 VOR/VORTAC jet route No. 64. [Unassigned.]
602.565 VOR/VORTAC jet route No. 65 (Phoenix, Ariz., to Red Bluff, Calif.).

Subpart E—TACAN Jet Routes

602.801 TACAN Jet route No. 1 (Oceana, Va., to Brunswick, Maine).

AUTHORITY: §§ 602.1 to 602.801 issued under sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 302, 52 Stat. 985, as amended; 49 U. S. C. 452.

SUBPART A—INTRODUCTION

§ 602.1 *Basis and purpose.* The basis of this part is found in section 205 and section 601 of the Civil Aeronautics Act of 1938, as amended, and in Part 60 of this title. The purpose of this part is to establish coded jet routes between navigational aids, or intersections of their signals, as well as other navigational aids and the intersections of their signals along and between which aircraft may be operated within the continental control area at or above 27,000 feet MSL.

§ 602.2 *Explanation of terms.* As used in this part, terms shall be defined as follows:

(a) "Established navigational aid" shall mean navigational facilities or intersections of their signals, which may be used for the navigation of aircraft within the continental control area at and above 27,000 feet, MSL.

(b) "Coded jet route" shall mean a direct course for the navigation of aircraft at and above 27,000 feet, mean sea level, within the continental control area, between points or intersections specified for such route. Jet routes are codified as follows:

(1) L/MF jet routes: (i) Even numbered routes, (ii) odd numbered routes.

(2) VOR/VORTAC jet routes: (i) Even numbered routes, (ii) odd numbered routes.

(3) TACAN jet routes: (i) Even numbered routes, (ii) odd numbered routes.

(c) "Mile" means "statute mile" unless otherwise specified in this part.

(d) "Continental control area" shall mean all the airspace above the several states of the United States (including the District of Columbia), and the territorial waters thereof, at and above 24,000 feet, mean sea level, exclusive of restricted and prohibited areas prescribed by Executive Order or in Part 608 of the Regulations of the Administrator.

(e) "INT" shall mean intersection.

(f) "RBN" shall mean radio beacon.

(g) "VOR" shall mean omnirange station.

(h) "RR" shall mean LF or MF radio range station.

(i) "VORTAC" shall mean a collocated VOR and TACAN.

(j) "TACAN" shall mean a military tactical air navigational aid.

(k) "CONSOLAN" shall mean low frequency long range navigational aid.

(l) "FM" shall mean fan marker.

(m) "ILS" shall mean instrument landing system.

(n) "TVOR" shall mean terminal omnirange station.

(o) "OM" shall mean instrument landing system outer marker.

(p) "MM" shall mean instrument landing system middle marker.

(q) "LF" shall mean low frequency.

(r) "MF" shall mean medium frequency.

(s) "VHF" shall mean very high frequency.

(t) As used in this part all bearings shall be true from the point of origin.

§ 602.3 Direction of coded jet routes.

(a) Even numbers are normally assigned to coded jet routes established in a westerly to easterly direction between the initial and final points of such routes, even though portions of such routes may deviate from the westerly to easterly direction between any two or more established intermediate points.

(b) Odd numbers are normally assigned to coded jet routes established in a southerly to northerly direction between the initial and final points of such routes, even though portions of such routes may deviate from the southerly to northerly direction between any two or more established intermediate points.

§ 602.9 Establishment of navigational aids. The points and intersections described in Subpart B are established as navigational aids.

§ 602.10 Establishment of jet routes. In addition to the established navigational aids, the direct courses between the points or intersections described in Subparts C, D, and E of this part are established as coded jet routes.

SUBPART B—ESTABLISHED NAVIGATIONAL AIDS WITHIN THE CONTINENTAL CONTROL AREA

§ 602.11 Description of points and intersections—(a) Nondirectional radio beacons.

Dalhart, Tex., RBN.
Los Angeles, Calif., RBN.
Oceanside, Calif., RBN.
Vichy, Mo., RBN.

(b) L/MF radio range station.

Abilene, Tex., RR.
Augusta, Ga., RR.
Albuquerque, N. Mex., RR.
Amarillo, Tex., RR.
Albany, N. Y., RR.
Austin, Tex., RR.
Alice, Tex., RR.
Aberdeen, S. Dak., RR.
Allentown, Pa., RR.
Albany, Ga., RR.
Alma, Ga., RR.
Atlantic City (Navy), N. J., RR.
Biloxi (Keesler AFB), Miss., RR.
Bakersfield, Calif., RR.
Blythe, Calif., RR.
Boise, Idaho, RR.
Belleville (Scott AFB), Ill., RR.
Baltimore, Md., RR.
Buffalo, N. Y., RR.
Boston, Mass., RR.
Baker, Idaho, RR.
Birmingham, Ala., RR.
Brownsville, Tex., RR.
Burlington, Vt., RR.
Bangor, Maine, RR.
Columbus, N. Mex., RR.
Crestview, Fla., RR.
Columbia, S. C., RR.
Charleston, W. Va., RR.
Columbus, Ohio, RR.
Cheyenne, Wyo., RR.
Casper, Wyo., RR.
Chicago, Ill., RR.
Cleveland, Ohio, RR.
Cincinnati, Ohio, RR.
Charleston, S. C., RR.
Dallas, Tex., RR.
Dillon, Mont., RR.
Delta, Utah, RR.
Dubois, Idaho, RR.
Dayton (Wright-Patterson), Ohio, RR.
Denver, Colo., RR.
Des Moines, Iowa, RR.
Dickinson, N. Dak., RR.
Duluth, Minn., RR.
Dothan, Ga., RR.
Daggett, Calif., RR.
Effingham, Ill., RR.
Elko, Nev., RR.
Ephrata, Wash., RR.
Enterprise, Utah, RR.
El Paso, Tex., RR.
Florence, S. C., RR.
 Fargo, N. Dak., RR.
Great Falls, Mont., RR.
Garden City, Kans., RR.
Gordonsville, Va., RR.
Greenville, S. C., RR.
Greensboro, N. C., RR.
Gila Bend, Ariz., RR.
Houston, Tex., RR.
Houghton, Mich., RR.
Hartford, Conn., RR.
Indianapolis, Ind., RR.
Jackson, Miss., RR.
Jacksonville, Fla., RR.
Klamath Falls, Oreg., RR.
Kansas City, Mo., RR.
Knoxville, Tenn., RR.
Key West, Fla., RR.
Las Vegas, Nev., RR.
Las Vegas, N. Mex., RR.
Livingston, Mont., RR.
Lucin, Utah, RR.
Lansing, Mich., RR.
Laredo, Tex., RR.
Lake Charles, La., RR.
Lufkin, Tex., RR.
La Crosse, Wis., RR.
Little Rock, Ark., RR.
Lewiston, Mont., RR.
Long Beach, Calif., RR.
Medford, Oreg., RR.
Montgomery (Maxwell AFB), Ala., RR.
Memphis, Tenn., RR.
Malad City, Idaho, RR.
Melbourne, Fla., RR.
Minneapolis, Minn., RR.
Milwaukee, Wis., RR.

Miami, Fla., RR.
Morgantown, W. Va., RR.
Millville, N. J., RR.
Millinocket, Maine, RR.
Mullan Pass, Idaho, RR.
New Orleans, La., RR.
Nashville, Tenn., RR.
New York (La Guardia), N. Y., RR.
North Platte, Nebr., RR.
Norfolk (Langley AFB), Va., RR.
New York (Mitchell AFB), N. Y., RR.
Oakland, Calif., RR.
Oklahoma City, Okla., RR.
Ogden, Utah, RR.
Omaha, Nebr., RR.
Orlando, Fla., RR.
Portland, Oreg., RR.
Pendleton, Oreg., RR.
Phoenix, Ariz., RR.
Palmdale, Calif., RR.
Pittsburgh, Pa., RR.
Philipsburg, Pa., RR.
Prescott, Ariz., RR.
Peoria, Ill., RR.
Pueblo, Colo., RR.
Palacios, Tex., RR.
Presque Isle, Maine, RR.
Quantico (Marine), Va., RR.
Red Bluff, Calif., RR.
Reno, Nev., RR.
Roswell, N. Mex., RR.
Rapid City, S. Dak., RR.
Rock Springs, Wyo., RR.
Richmond, Va., RR.
Raleigh, N. C., RR.
Riverside, Calif., RR.
San Diego, Calif., RR.
Seattle, Wash., RR.
San Antonio (Kelly AFB), Tex., RR.
Spokane, Wash., RR.
Shreveport, La., RR.
Springfield, Mo., RR.
Salt Lake City, Utah, RR.
Sacramento, Calif., RR.
Sheridan, Wyo., RR.
Sioux Falls, S. Dak., RR.
Selfridge, Mich., RR.
Syracuse, N. Y., RR.
San Antonio, Tex., RR.
Sault Ste. Marie, Mich., RR.
St. Louis, Mo., RR.
Savannah, Ga., RR.
Tucson, Ariz., RR.
Tallahassee, Fla., RR.
Tulsa, Okla., RR.
Truth or Consequences, N. Mex., RR.
Toledo, Ohio, RR.
The Dalles, Oreg., RR.
Tri-City, Tenn., RR.
Tampa, Fla., RR.
Tappahannock, Va., RR.
Traverse City, Mich., RR.
Tonopah, Nev., RR.
Wink, Tex., RR.
Washington (Arcola), D. C., RR.
Wichita Falls, Tex., RR.
Wichita, Kans., RR.
Wendover, Nev., RR.
Washington (Andrews AFB), D. C., RR.
West Palm Beach, Fla., RR.
Washington, D. C., RR.
Yuma, Ariz., RR.
Yakima, Wash., RR.
Zuni, N. Mex., RR.

(c) Omnirange stations.

Aberdeen, S. Dak., VOR.
Abilene, Tex., VOR.
Albany, N. Y., VOR.
Albuquerque, N. Mex., VOR.
Alexandria, La., VOR.
Alice, Tex., VOR.
Allentown, Pa., VOR.
Alma, Ga., VOR.
Amarillo, Tex., VOR.
Appleton, Ohio, VOR.
Atlanta, Ga., VOR.
Augusta, Ga., VOR.
Austin, Tex., VOR.
Bakersfield, Calif., VOR.

Baltimore, Md., VOR.
 Bangor, Maine, VOR.
 Birmingham, Ala., VOR.
 Blythe, Calif., VOR.
 Boise, Idaho, VOR.
 Bonneville, Utah, VOR.
 Boston, Mass., VOR.
 Brownsville, Tex., VOR.
 Bryce Canyon, Utah, VOR.
 Buffalo, N. Y., VOR.
 Butler, Mo., VOR.
 Casper, Wyo., VOR.
 Charleston, S. C., VOR.
 Charleston, W. Va., VOR.
 Cheyenne, Wyo., VOR.
 Cleveland, Ohio, VOR.
 Columbia, S. C., VOR.
 Columbus, Ga., VOR.
 Columbus, N. Mex., VOR.
 Crestview, Fla., VOR.
 Daggett, Calif., VOR.
 Dallas, Tex., VOR.
 Dayton, Ohio, VOR.
 Denver, Colo., VOR.
 Des Moines, Iowa, VOR.
 Dickinson, N. Dak., VOR.
 Dillon, Mont., VOR.
 Dover, Del., VOR.
 Dubois, Idaho, VOR.
 Duluth, Minn., VOR.
 Elko, Nev., VOR.
 El Paso, Tex., VOR.
 Ephrata, Wash., VOR.
 Erie, Pa., VOR.
 Evansville, Ind., VOR.
 Fargo, N. Dak., VOR.
 Farmington, N. Mex., VOR.
 Flat Rock, Va., VOR.
 Florence, S. C., VOR.
 Fort Stockton, Tex., VOR.
 Gainesville, Fla., VOR.
 Garden City, Kans., VOR.
 Gila Bend, Ariz., VOR.
 Goodland, Kans., VOR.
 Gordonsville, Va., VOR.
 Grand Junction, Colo., VOR.
 Grants, N. Mex., VOR.
 Great Falls, Mont., VOR.
 Green Bay, Wis., VOR.
 Greensboro, N. C., VOR.
 Herndon, Va., VOR.
 Houston, Tex., VOR.
 Indianapolis, Ind., VOR.
 Jackson, Miss., VOR.
 Jacksonville, Fla., VOR.
 Kansas City, Mo., VOR.
 Key West, Fla., VOR.
 Klamath Falls, Oreg., VOR.
 Knoxville, Tenn., VOR.
 Kremmling, Colo., VOR.
 La Crosse, Wis., VOR.
 Lake Charles, La., VOR.
 Lakeland, Fla., VOR.
 Lansing, Mich., VOR.
 Laredo, Tex., VOR.
 Las Vegas, Nev., VOR.
 Lewiston, Mont., VOR.
 Lexington, Ky., VOR.
 Little Rock, Ark., VOR.
 Livingston, Mont., VOR.
 Los Angeles, Calif., VOR.
 Louisville, Ky., VOR.
 Lucin, Utah, VOR.
 Lufkin, Tex., VOR.
 Malad City, Idaho, VOR.
 Marianna, Fla., VOR.
 Mason City, Iowa, VOR.
 McComb, Miss., VOR.
 Medford, Oreg., VOR.
 Memphis, Tenn., VOR.
 Miami, Fla., VOR.
 Milford, Utah, VOR.
 Milwaukee, Wis., VOR.
 Minneapolis, Minn., VOR.
 Mobile, Ala., VOR.
 Montgomery, Ala., VOR.
 Morgantown, W. Va., VOR.
 Naperville, Ill., VOR.
 Nashville, Tenn., VOR.
 New Orleans, La., VOR.
 New York (Idlewild), N. Y., VOR.

North Platte, Nebr., VOR.
 Oakland, Calif., VOR.
 Oceanside, Calif., VOR.
 Ogden, Utah, VOR.
 Oklahoma City, Okla., VOR.
 Omaha, Nebr., VOR.
 Orlando, Fla., VOR.
 Palacios, Tex., VOR.
 Palmdale, Calif., VOR.
 Pendleton, Oreg., VOR.
 Peoria, Ill., VOR.
 Phillipsburg, Pa., VOR.
 Phoenix, Ariz., VOR.
 Pittsburgh, Pa., VOR.
 Plattsburg, N. Y., VOR.
 Ponca City, Okla., VOR.
 Portland, Oreg., VOR.
 Prescott, Ariz., VOR.
 Presque Isle, Maine, VOR.
 Pueblo, Colo., VOR.
 Pulaski, Va., VOR.
 Raleigh, N. C., VOR.
 Rapid City, S. Dak., VOR.
 Red Bluff, Calif., VOR.
 Reno, Nev., VOR.
 Rock Springs, Wyo., VOR.
 Rome, Oreg., VOR.
 Roswell, N. Mex., VOR.
 Sacramento, Calif., VOR.
 St. Louis, Mo., VOR.
 Salina, Kans., VOR.
 Salt Lake City, Utah, VOR.
 San Angelo, Tex., VOR.
 San Antonio, Tex., VOR.
 San Diego, Calif., VOR.
 Savannah, Ga., VOR.
 Seattle, Wash., VOR.
 Selfridge, Mich., VOR.
 Sheridan, Wyo., VOR.
 Shreveport, La., VOR.
 Sioux Falls, S. Dak., VOR.
 Spartanburg, N. C., VOR.
 Spokane, Wash., VOR.
 Springfield, Mo., VOR.
 Syracuse, N. Y., VOR.
 Tallahassee, Fla., VOR.
 Tampa, Fla., VOR.
 The Dalles, Oreg., VOR.
 Truth or Consequences, N. Mex., VOR.
 Tucson, Ariz., VOR.
 Tulsa, Okla., VOR.
 Utah Lake, Utah, VOR.
 Valle, Ariz., VOR.
 Vero Beach, Fla., VOR.
 Vichy, Mo., VOR.
 Waco, Tex., VOR.
 Waterville, Ohio, VOR.
 West Palm Beach, Fla., VOR.
 Wichita, Kans., VOR.
 Wichita Falls, Tex., VOR.
 Wink, Tex., VOR.
 Yakima, Wash., VOR.
 Yuma, Ariz., VOR.

(d) TACAN stations.

Atlantic City (NAS), N. J., TACAN.
 Alameda (NAS), Calif., TACAN.
 Brunswick (NAS), Maine, TACAN.
 Chincoteague (NAS), Va., TACAN.
 Edenton (NAAS), N. C., TACAN.
 El Toro (MCAS), Calif., TACAN.
 Fallon (NAAS), Nev., TACAN.
 Key West (NAS), Fla., TACAN.
 Moffett (NAS), Calif., TACAN.
 Miramar (NAS), Calif., TACAN.
 Oceana (NAS), Va., TACAN.
 Patuxent River (NAS), Md., TACAN.
 Quonset Point (NAS), R. I., TACAN.
 Sanford (NAS), Fla., TACAN.

SUBPART C—L/MF JET ROUTES

§ 602.101 *L/MF jet route No. 1 (San Diego, Calif., to Seattle, Wash.).* From the San Diego, Calif., RR via the Oceanside, Calif., RBN; Long Beach, Calif., RR; Los Angeles, Calif., RBN; Oakland, Calif., RR; Red Bluff, Calif., RR; Medford, Oreg., RR; Eugene, Oreg., RR;

Portland, Oreg., RR to the Seattle, Wash., RR.

§ 602.102 *L/MF jet route No. 2 (San Diego, Calif., to Jacksonville, Fla.).* From the San Diego, Calif., RR via the Yuma, Ariz., RR; Gila Bend, Ariz., RR; Tucson, Ariz., RR; Columbus, N. Mex., RR; El Paso, Tex., RR; Wink, Tex., RR; San Antonio, Tex., RR; Houston, Tex., RR; Lake Charles, La., RR; New Orleans, La., RR; Biloxi, Miss. (Keesler AFB), RR; Crestview, Fla., RR; INT Crestview RR east course and Tallahassee RR north-west course; Tallahassee, Fla., RR to the Jacksonville, Fla., RR.

§ 602.103 *L/MF jet route No. 3 (San Diego, Calif., to Spokane, Wash.).* From the San Diego, Calif., RR via the Oceanside, Calif., RBN; Long Beach, Calif., RR; Los Angeles, Calif., RBN; INT Palmdale, Calif., RR northwest course and Bakersfield RR south course; Bakersfield, Calif., RR; Oakland, Calif., RR; Red Bluff, Calif., RR; Klamath Falls, Oreg., RR; Pendleton, Oreg., RR to the Spokane, Wash., RR.

§ 602.104 *L/MF jet route No. 4 (Los Angeles, Calif., to Florence, S. C.).* From the Los Angeles, Calif., RBN via the INT of the Riverside, Calif., RR east course and Blythe RR west course; Blythe, Calif., RR; Phoenix, Ariz., RR; Tucson, Ariz., RR; Columbus, N. Mex., RR; El Paso, Tex., RR; Wink, Tex., RR; Abilene, Tex., RR; Dallas, Tex., RR; Shreveport, La., RR; Jackson, Miss., RR; Montgomery, Ala. (Maxwell AFB), RR; Augusta, Ga., RR; Columbia, S. C., RR to the Florence, S. C., RR.

§ 602.105 *L/MF jet route No. 5 (Los Angeles, Calif., to Seattle, Wash.).* From the Los Angeles, Calif., RBN via the INT of the Palmdale, Calif., RR northwest course and Bakersfield RR south course; Bakersfield, Calif., RR; Reno, Nev., RR; Klamath Falls, Oreg., RR; Portland, Oreg., RR to the Seattle, Wash., RR.

§ 602.106 *L/MF jet route No. 6 (Palmdale, Calif., to Washington, D. C.).* From the Palmdale, Calif., RR via the Daggett, Calif., RR; Prescott, Ariz., RR; Zuni, N. Mex., RR; Albuquerque, N. Mex., RR; Amarillo, Tex., RR; Oklahoma City, Okla., RR; Little Rock, Ark., RR; Memphis, Tenn., RR; Nashville, Tenn., RR; Charleston, W. Va., RR to the Washington, D. C. (Arcola), RR.

§ 602.107 *L/MF jet route No. 7 (Oakland, Calif., to Great Falls, Mont.).* From the Oakland, Calif., RR to the Red Bluff, Calif., RR. From the Boise, Idaho, RR via Dillon, Mont., RR to the Great Falls, Mont., RR.

§ 602.108 *L/MF jet route No. 8 (Oklahoma City, Okla., to Belleville, Ill.).* From the Oklahoma City, Okla., RR via the INT of the Oklahoma City RR south-east course and Tulsa, Okla., RR; Springfield, Mo., RR; Vichy, Mo., RBN to the Belleville, Ill. (Scott AFB), RR.

§ 602.109 *L/MF jet route No. 9 (Los Angeles, Calif., to Great Falls, Mont.).* From the Los Angeles, Calif., RBN via the Daggett, Calif., RR; Las Vegas, Nev., RR; Enterprise, Utah, RR; Delta, Utah, RR; Salt Lake City, Utah, RR; Ogden,

Utah, RR; Dubois, Idaho, RR; Dillon, Mont., RR to the Great Falls, Mont., RR.

§ 602.110 *L/MF jet route No. 10 (Los Angeles, Calif., to New York, N. Y.).* From the Los Angeles, Calif., RBN via Daggett, Calif., RR to Las Vegas, Nev., RR. From Kansas City, Mo., RR via Belleville, Ill. (Scott AFB), RR; INT Belleville (Scott AFB) RR northeast course and Effingham RR west course; Effingham, Ill., RR; Indianapolis, Ind., RR; Dayton, Ohio (Wright-Patterson), RR; Columbus, Ohio, RR; Pittsburgh, Pa., RR; Philadelphia, Pa., RR to the New York, N. Y. (La Guardia), RR.

§ 602.111 *L/MF jet route No. 11 (Phoenix, Ariz., to Prescott, Ariz.).* From the Phoenix, Ariz., RR to the Prescott, Ariz., RR.

§ 602.112 *L/MF jet route No. 12 (Denver, Colo., to Baltimore, Md.).* From the Denver, Colo., RR via North Platte, Nebr., RR; Omaha, Nebr., RR; Peoria, Ill., RR; Indianapolis, Ind., RR; Dayton, Ohio (Wright-Patterson), RR; Columbus, Ohio, RR; Pittsburgh, Pa., RR to the Baltimore, Md., RR.

§ 602.113 *L/MF jet route No. 13 (El Paso, Tex., to Great Falls, Mont.).* From the El Paso, Tex., RR via the INT of the El Paso RR west course and Truth or Consequences RR south course; Truth or Consequences, N. Mex., RR; Albuquerque, N. Mex., RR; Las Vegas, N. Mex., RR; Pueblo, Colo., RR; Denver, Colo., RR; Cheyenne, Wyo., RR; Casper, Wyo., RR; Livingston, Mont., RR to the Great Falls, Mont., RR.

§ 602.114 *L/MF jet route No. 14 (Sacramento, Calif., to New York, N. Y.).* From the Sacramento, Calif., RR via the Reno, Nev., RR; Elko, Nev., RR; Lucin, Utah, RR; Ogden, Utah, RR; Rock Springs, Wyo., RR; Cheyenne, Wyo., RR; North Platte, Nebr., RR; Omaha, Nebr., RR; Des Moines, Iowa, RR; Chicago, Ill., RR; Toledo, Ohio, RR; Cleveland, Ohio, RR; Philadelphia, Pa., RR to New York, N. Y. (La Guardia), RR.

§ 602.115 *L/MF jet route No. 15 (Wink, Tex., to Boise, Idaho.).* From the Wink, Tex., RR via the Roswell, N. Mex., RR to Albuquerque, N. Mex., RR. From the Salt Lake City, Utah, RR via the Ogden, Utah, RR to the Boise, Idaho, RR.

§ 602.116 *L/MF jet route No. 16 (Portland, Oreg., to Boston, Mass.).* From the Portland, Oreg., RR via The Dalles, Oreg., RR; INT The Dalles RR east course and Pendleton RR west course; Pendleton, Oreg., RR; Dillon, Mont., RR; Sheridan, Wyo., RR; Rapid City, S. Dak., RR; Sioux Falls, S. Dak., RR; Chicago, Ill., RR; Lansing, Mich., RR to the Selfridge, Mich., RR. From the Buffalo, N. Y., RR via the Syracuse, N. Y., RR; Albany, N. Y., RR to the Boston, Mass., RR.

§ 602.117 *L/MF jet route No. 17 (San Antonio, Tex., to Rapid City, S. Dak.).* From the San Antonio, Tex., RR via Abilene, Tex., RR; Amarillo, Tex., RR; Dalhart, Tex., RBN; Pueblo, Colo., RR; Denver, Colo., RR to the Rapid City, S. Dak., RR.

§ 602.118 *L/MF jet route No. 18 (Seattle, Wash., to Sault Ste. Marie, Mich.).* From the Seattle, Wash., RR via the Ephrata, Wash., RR; Mullan Pass, Idaho, RR; Great Falls, Mont., RR; Lewiston, Mont., RR; Dickinson, N. Dak., RR; Fargo, N. Dak., RR; Duluth, Minn., RR to Sault Ste. Marie, Mich., RR.

§ 602.119 *L/MF jet route No. 19 (Dallas, Tex., to Omaha, Nebr.).* From the Dallas, Tex., RR via the Wichita Falls, Tex., RR; Garden City, Kans., RR to the Omaha, Nebr., RR.

§ 602.120 *L/MF jet route No. 20 (Seattle, Wash., to Melbourne, Fla.).* From the Seattle, Wash., RR via the Yakima, Wash., RR; Pendleton, Oreg., RR; Baker, Idaho, RR; Boise, Idaho, RR; Malad City, Idaho, RR; Rock Springs, Wyo., RR; Denver, Colo., RR; Garden City, Kans., RR; Oklahoma City, Okla., RR; Shreveport, La., RR; Jackson, Miss., RR; Crestview, Fla., RR; INT Dothan, Ga., RR southeast course and Tallahassee RR northwest course; Tallahassee, Fla., RR; Orlando, Fla., RR to the Melbourne, Fla., RR.

§ 602.121 *L/MF jet route No. 21 (Laredo, Tex., to Duluth, Minn.).* From the Laredo, Tex., RR via the San Antonio, Tex., RR; Austin, Tex., RR; Dallas, Tex., RR; Oklahoma City, Okla., RR; Wichita, Kans., RR; Omaha, Nebr., RR; Minneapolis, Minn., RR to the Duluth, Minn., RR.

§ 602.122 *L/MF jet route No. 22 (Laredo, Tex., to Washington, D. C.).* From the Laredo, Tex., RR via the Alice, Tex., RR; Palacios, Tex., RR; Lake Charles, La., RR; Jackson, Miss., RR; Birmingham, Ala., RR; Knoxville, Tenn., RR; Tri-City, Tenn., RR; Gordonsville, Va., RR; Quantico, Va. (Marine), RR to the Washington, D. C., RR.

§ 602.123 *L/MF jet route No. 23 (Brownsville, Tex., to North Platte, Nebr.).* From the Brownsville, Tex., RR via the Alice, Tex., RR; San Antonio, Tex., RR; Wichita Falls, Tex., RR; Oklahoma City, Okla., RR; Wichita, Kans., RR to the North Platte, Nebr., RR.

§ 602.124 *L/MF jet route No. 24 (Gila Bend, Ariz., to Norfolk, Va.).* From the Gila Bend, Ariz., RR via the Phoenix, Ariz., RR; Zuni, N. Mex., RR; Albuquerque, N. Mex., RR; Las Vegas, N. Mex., RR to Garden City, Kans., RR. From the Indianapolis, Ind., RR via the Cincinnati, Ohio, RR; INT Cincinnati, Ohio, RR southeast course and Charleston RR west course; Charleston, W. Va., RR; Richmond, Va., RR to the Norfolk, Va. (Langley), RR.

§ 602.125 *L/MF jet route No. 25 (San Antonio, Tex., to Tulsa, Okla.).* From the San Antonio, Tex., RR via the Austin, Tex., RR; Dallas, Tex., RR to the Tulsa, Okla., RR.

§ 602.126 *L/MF jet route No. 26 (El Paso, Tex., to Norfolk, Va.).* From the El Paso, Tex., RR via the INT of the El Paso RR east course and Roswell RR southwest course; Roswell, N. Mex., RR; Amarillo, Tex., RR; Wichita, Kans., RR; Kansas City, Mo., RR; Peoria, Ill., RR; Chicago, Ill., RR; Dayton, Ohio (Wright-Patterson), RR; Columbus, Ohio, RR;

Gordonsville, Va., RR; Richmond, Va., RR to the Norfolk, Va. (Langley), RR.

§ 602.127 *L/MF jet route No. 27 (San Antonio, Tex., to Peoria, Ill.).* From the San Antonio, Tex. (Kelly AFB), RR via the Lufkin, Tex., RR; Shreveport, La., RR; Little Rock, Ark., RR; St. Louis, Mo., RR to the Peoria, Ill., RR.

§ 602.128 *L/MF jet route No. 28 (Pueblo, Colo., to Wichita, Kans.).* From the Pueblo, Colo., RR via the Garden City, Kans., RR to the Wichita, Kans., RR.

§ 602.129 *L/MF jet route No. 29 (Alice, Tex., to Presque Isle, Maine).* From the Alice, Tex., RR via the Palacios, Tex., RR; Houston, Tex., RR; Lufkin, Tex., RR; Shreveport, La., RR to Memphis, Tenn., RR. From the Dayton, Ohio (Wright-Patterson), RR to the Cleveland, Ohio, RR. From Buffalo, N. Y., RR; Syracuse, N. Y., RR; Burlington, Vt., RR; Millinocket, Maine, RR to the Presque Isle, Maine, RR.

§ 602.130 *L/MF jet route No. 30 (Denver, Colo., to Washington, D. C.).* From the Denver, Colo., RR via the North Platte, Nebr., RR; Sioux Falls, S. Dak., RR; Minneapolis, Minn., RR; La Crosse, Wis., RR; Chicago, Ill., RR; Columbus, Ohio, RR; Gordonsville, Va., RR; Quantico, Va. (Marine), RR to the Washington, D. C., RR.

§ 602.131 *L/MF jet route No. 31 (Lake Charles, La., to Pueblo, Colo.).* From the Lake Charles, La., RR via the Dallas, Tex., RR; Wichita Falls, Tex., RR; Amarillo, Tex., RR; Dalhart, Tex., RBN to the Pueblo, Colo., RR.

§ 602.132 *L/MF jet route No. 32 (Elko, Nev., to Duluth, Minn.).* From the Elko, Nev., RR via the Wendover, Nev., RR; Salt Lake City, Utah, RR; Rock Springs, Wyo., RR; Casper, Wyo., RR; Rapid City, S. Dak., RR; Aberdeen, S. Dak., RR to the Duluth, Minn., RR.

§ 602.133 *L/MF jet route No. 33 (Lake Charles, La., to Minneapolis, Minn.).* From the Lake Charles, La., RR via the INT of the Alexandria, La., RR northwest course and Shreveport RR south course; Shreveport, La., RR; Springfield, Mo., RR; Kansas City, Mo., RR; Des Moines, Iowa, RR to the Minneapolis, Minn., RR.

§ 602.134 *L/MF jet route No. 34 (Dickinson, N. Dak., to Baltimore, Md.).* From the Dickinson, N. Dak., RR via the Aberdeen, S. Dak., RR; Minneapolis, Minn., RR; La Crosse, Wis., RR; Milwaukee, Wis., RR; Toledo, Ohio, RR; Cleveland, Ohio, RR; Pittsburgh, Pa., RR to the Baltimore, Md., RR.

§ 602.135 *L/MF jet route No. 35 (New Orleans, La., to Chicago, Ill.).* From the New Orleans, La., RR via the Jackson, Miss., RR; Memphis, Tenn., RR; St. Louis, Mo., RR to the Chicago, Ill., RR.

§ 602.136 *L/MF jet route No. 36 (Fargo, N. Dak., to Selfridge, Mich.).* From the Fargo, N. Dak., RR via the Minneapolis, Minn., RR; La Crosse, Wis., RR; Milwaukee, Wis., RR; Lansing, Mich., RR to the Selfridge, Mich., RR.

§ 602.137 *L/MF jet route No. 37* (New Orleans, La., to Burlington, Vt.). From the New Orleans, La., RR via the Biloxi, Miss. (Keesler AFB), RR; Montgomery, Ala. (Maxwell AFB), RR; Atlanta, Ga., RR; Greenville, S. C., RR; Greensboro, N. C., RR; Richmond, Va., RR; Tappahannock, Va., RR; INT Tappahannock RR northeast course and Washington (Andrews) RR southeast course; Washington, D. C. (Andrews AFB), RR; Washington, D. C., RR; Baltimore, Md., RR; Allentown, Pa., RR; Albany, N. Y., RR to the Burlington, Vt., RR.

§ 602.138 *L/MF jet route No. 38* (Philipsburg, Pa., to New York, N. Y.). From the Philipsburg, Pa., RR to the New York, N. Y. (La Guardia), RR.

§ 602.139 *L/MF jet route No. 39* (Crestview, Fla., to Houghton, Mich.). From the Crestview, Fla., RR via the Montgomery, Ala. (Maxwell AFB), RR; Birmingham, Ala., RR; INT of a line bearing 357° True from the Birmingham RR with a line bearing 191° True from the Nashville MFR; Nashville, Tenn., RR; Cincinnati, Ohio, RR; Dayton, Ohio (Wright-Patterson), RR; Lansing, Mich., RR; Traverse City, Mich., RR to the Houghton, Mich., RR.

§ 602.140 *L/MF jet route No. 40* (Montgomery, Ala., to Charleston, S. C.). From the Montgomery, Ala. (Maxwell AFB), RR to the Charleston, S. C., RR.

§ 602.141 *L/MF jet route No. 41* (Miami Fla., to Omaha, Nebr.). From the Miami, Fla., RR via the Tampa, Fla., RR; Tallahassee, Fla., RR; INT Tallahassee RR northwest course and Dothan RR southeast course; Dothan, Fla., RR; Montgomery, Ala. (Maxwell AFB), RR; Memphis, Tenn., RR; Springfield, Mo., RR; Kansas City, Mo., RR to the Omaha, Nebr., RR.

§ 602.142 *L/MF jet route No. 42* (Dallas, Tex., to Norfolk, Va.). From the Dallas, Tex., RR via the Little Rock, Ark., RR; Memphis, Tenn., RR; Nashville, Tenn., RR; Tri-City, Tenn., RR to the Norfolk, Va. (Langley), RR.

§ 602.143 *L/MF jet route No. 43* (Key West, Fla., to Dayton, Ohio). From the Key West, Fla., RR via the Tampa, Fla., RR; Tallahassee, Fla., RR; Albany, Ga., RR; Atlanta, Ga., RR; Knoxville, Tenn., RR; Cincinnati, Ohio, RR to the Dayton, Ohio (Wright-Patterson), RR.

§ 602.144 *L/MF jet route No. 44* (Las Vegas, Nev., to Prescott, Ariz.). From the Las Vegas, Nev., RR to the Prescott, Ariz., RR.

§ 602.145 *L/MF jet route No. 45* (Jacksonville, Fla., to Des Moines, Iowa.). From the Jacksonville, Fla., RR via the Alma, Ga., RR; Atlanta, Ga., RR; Nashville, Tenn., RR; St. Louis, Mo., RR to the Des Moines, Iowa, RR.

§ 602.146 *L/MF jet route No. 46* (Tampa, Fla., to West Palm Beach, Fla.). From the Tampa, Fla., RR to the West Palm Beach, Fla., RR.

§ 602.147 *L/MF jet route No. 47* (Charleston, S. C., to Dayton, Ohio).

From the Charleston, S. C., RR via the Columbia, S. C., RR; Tri-City, Tenn., RR; Cincinnati, Ohio, RR to the Dayton, Ohio (Wright-Patterson), RR.

§ 602.148 *L/MF jet route No. 48*. [Unassigned.]

§ 602.149 *L/MF jet route No. 49* (Greensboro, N. C., to Presque Isle, Maine). From the Greensboro, N. C., RR via the Morgantown, W. Va., RR; Pittsburgh, Pa., RR; Philipsburg, Pa., RR; Albany, N. Y., RR; Millinocket, Maine, RR to the Presque Isle, Maine, RR.

§ 602.150 *L/MF jet route No. 50*. [Unassigned.]

§ 602.151 *L/MF jet route No. 51* (Jacksonville, Fla., to Raleigh, N. C.). From the Jacksonville, Fla., RR via the Savannah, Ga., RR; Columbia, S. C., RR to the Raleigh, N. C., RR.

§ 602.152 *L/MF jet route No. 52* (Birmingham, Ala., to Florence, S. C.). From the Birmingham, Ala., RR via the Atlanta, Ga., RR; Augusta, Ga., RR; Columbia, S. C., RR to the Florence, S. C., RR.

§ 602.153 *L/MF jet route No. 53* (Miami, Fla., to New York, N. Y.). From the Miami, Fla., RR via the INT of the Miami RR east course and West Palm Beach RR south course; West Palm Beach, Fla., RR; Melbourne, Fla., RR; Jacksonville, Fla., RR; Charleston, S. C., RR; Florence, S. C., RR; Norfolk, Va. (Langley), RR; Atlantic City, N. J. (Navy), RR; INT Millville, N. J., RR northeast course and New York, N. Y. (Mitchell AFB), RR southwest course to the New York, N. Y. (Mitchell AFB), RR.

§ 602.154 *L/MF jet route No. 54*. [Unassigned.]

§ 602.155 *L/MF jet route No. 55* (Key West, Fla., to Presque Isle, Maine). From the Key West, Fla., RR via the Miami, Fla., RR; Orlando, Fla., RR; Jacksonville, Fla., RR; Charleston, S. C., RR; Florence, S. C., RR; INT Florence RR north course and Raleigh RR southwest course; Raleigh, N. C., RR; Richmond, Va., RR; INT Richmond RR north course and Washington, D. C., RR southwest course; Quantico, Va., RR; Washington, D. C. (Andrews AFB), RR; Millville, N. J., RR; INT Millville RR northeast course and New York (Mitchell AFB), RR southwest course; New York, N. Y. (Mitchell AFB), RR; Hartford, Conn., RR; Boston, Mass., RR; Bangor, Maine, RR; Millinocket, Maine, RR to the Presque Isle, Maine, RR.

§ 602.156 *L/MF jet route No. 56*. [Unassigned.]

§ 602.157 *L/MF jet route No. 57* (Greensboro, N. C., to Sault Ste. Marie, Mich.). From the Greensboro, N. C., RR via the Charleston, W. Va., RR to Columbus, Ohio RR. From the Selfridge, Mich., RR via the Traverse City, Mich., RR to the Sault Ste. Marie, Mich., RR.

§ 602.158 *L/MF jet route No. 58* (Sacramento, Calif., to Enterprise, Utah). From the Sacramento, Calif., RR via the Tonopah, Nev., RR to the Enterprise, Utah, RR.

§ 602.159 *L/MF jet route No. 59* (Philipsburg, Pa., to Syracuse, N. Y.). From the Philipsburg, Pa., RR to the Syracuse, N. Y., RR.

§ 602.160 *L/MF jet route No. 60*. [Unassigned.]

§ 602.161 *L/MF jet route No. 61* (Baltimore, Md., to Buffalo, N. Y.). From the Baltimore, Md., RR via the Philipsburg, Pa., RR to the Buffalo, N. Y., RR.

§ 602.162 *L/MF jet route No. 62*. [Unassigned.]

§ 602.163 *L/MF jet route No. 63* (New York, N. Y., to Syracuse, N. Y.). From the New York, N. Y. (La Guardia), RR to the Syracuse, N. Y., RR.

§ 602.164 *L/MF jet route No. 64*. [Unassigned.]

§ 602.165 *L/MF jet route No. 65* (Phoenix, Ariz., to Red Bluff, Calif.). From the Phoenix, Ariz., RR via the Blythe, Calif., RR; INT Blythe RR west course and Riverside, Calif., RR east course; Palmdale, Calif., RR; INT Palmdale RR northwest course and Bakersfield, Calif., RR south course; Bakersfield, Calif., RR; Fresno, Calif., RR; Sacramento, Calif., RR to the Red Bluff, Calif., RR.

SUBPART D—VOR/VORTAC JET ROUTES

§ 602.501 *VOR/VORTAC jet route No. 1* (San Diego, Calif., to Seattle, Wash.). From the San Diego, Calif., VOR via the Oceanside, Calif., VOR; Los Angeles, Calif., VOR; Oakland, Calif., VOR; Red Bluff, Calif., VOR; Medford, Oreg., VOR; Portland, Oreg., VOR to the Seattle, Wash., VOR.

§ 602.502 *VOR/VORTAC jet route No. 2* (San Diego, Calif., to Jacksonville, Fla.). From the San Diego, Calif., VOR via the Yuma, Ariz., VOR; Gila Bend, Ariz., VOR; Tucson, Ariz., VOR; Columbus, N. Mex., VOR; El Paso, Tex., VOR; Wink, Tex., VOR; San Antonio, Tex., VOR; Houston, Tex., VOR; Lake Charles, La., VOR; New Orleans, La., VOR; INT New Orleans, 078° and Mobile, Ala., 224° radials; Crestview, Fla., VOR; Marianna, Fla., VOR; Tallahassee, Fla., VOR to the Jacksonville, Fla., VOR.

§ 602.503 *VOR/VORTAC jet route No. 3* (San Diego, Calif., to Spokane, Wash.). From the San Diego, Calif., VOR via the Oceanside, Calif., VOR; Los Angeles, Calif., VOR; INT Palmdale, Calif., 291° and Bakersfield 149° radials; Bakersfield, Calif., VOR; Oakland, Calif., VOR; Red Bluff, Calif., VOR; Klamath Falls, Oreg., VOR; Pendleton, Oreg., VOR to the Spokane, Wash., VOR.

§ 602.504 *VOR/VORTAC jet route No. 4* (Los Angeles, Calif., to Florence, S. C.). From the Los Angeles, Calif., VOR via INT Los Angeles 090° and Palmdale, Calif., 118° radials; Blythe, Calif., VOR; Phoenix, Ariz., VOR; Tucson, Ariz., VOR; Columbus, N. Mex., VOR; El Paso, Tex., VOR; Wink, Tex., VOR; Abilene, Tex., VOR; Dallas, Tex., VOR; Shreveport, La., VOR; Jackson, Miss., VOR; Montgomery, Ala., VOR; Augusta, Ga., VOR; Columbia, S. C., VOR to the Florence, S. C., VOR.

§ 602.505 *VOR/VORTAC jet route No. 5 (Los Angeles, Calif., to Seattle, Wash.).* From the Los Angeles, Calif., VOR via INT of Palmdale, Calif., 291° and Bakersfield 149° radials; Bakersfield, Calif., VOR; Reno, Nev., VOR; Klamath Falls, Oreg., VOR; Portland, Oreg., VOR to the Seattle, Wash., VOR.

§ 602.506 *VOR/VORTAC jet route No. 6 (Palmdale, Calif., to Herndon, Va.).* From the Palmdale, Calif., VOR via the Daggett, Calif., VOR; Prescott, Ariz., VOR; Grants, N. Mex., VOR; Albuquerque, N. Mex., VOR; Amarillo, Tex., VOR; Oklahoma City, Okla., VOR; Little Rock, Ark., VOR; Memphis, Tenn., VOR; Nashville, Tenn., VOR; Charleston, W. Va., VOR to the Herndon, Va., VOR.

§ 602.507 *VOR/VORTAC jet route No. 7 (Oakland, Calif., to Great Falls, Mont.).* From the Oakland, Calif., VOR via the Red Bluff, Calif., VOR; Rome, Oreg., VOR; Boise, Idaho, VOR; Dillon, Mont., VOR to the Great Falls, Mont., VOR.

§ 602.508 *VOR/VORTAC jet route No. 8 (Oklahoma City, Okla., to Herndon, Va.).* From the Oklahoma City, Okla., VOR via the Tulsa, Okla., VOR; Springfield, Mo., VOR; Vichy, Mo., VOR; St. Louis, Mo., VOR; Louisville, Ky., VOR; Charleston, W. Va., VOR to the Herndon, Va., VOR.

§ 602.509 *VOR/VORTAC jet route No. 9 (Los Angeles, Calif., to Great Falls, Mont.).* From the Los Angeles, Calif., VOR via the Daggett, Calif., VOR; Las Vegas, Nev., VOR; Milford, Utah, VOR; Utah Lake, Utah, VOR; Salt Lake City, Utah, VOR; Ogden, Utah, VOR; Du Bois, Idaho, VOR; Dillon, Mont., VOR to the Great Falls, Mont., VOR.

§ 602.510 *VOR/VORTAC jet route No. 10 (Los Angeles, Calif., to New York, N. Y.).* From the Los Angeles, Calif., VOR via the Daggett, Calif., VOR; Las Vegas, Nev., VOR; Bryce Canyon, Utah, VOR; Grand Junction, Colo., VOR; Kremmling, Colo., VOR; Denver, Colo., VOR; Goodland, Kans., VOR; Salina, Kans., VOR; Kansas City, Mo., VOR; St. Louis, Mo., VOR; Indianapolis, Ind., VOR; Dayton, Ohio, VOR; Appleton, Ohio, VOR; Pittsburgh, Pa., VOR; Philipsburg, Pa., VOR; Allentown, Pa., VOR to the New York, N. Y. (Idlewild), VOR.

§ 602.511 *VOR/VORTAC jet route No. 11 (Phoenix, Ariz., to Salt Lake City, Utah).* From the Phoenix, Ariz., VOR via the Prescott, Ariz., VOR; Bryce Canyon, Utah, VOR; Utah Lake, Utah, VOR to the Salt Lake City, Utah, VOR.

§ 602.512 *VOR/VORTAC jet route No. 12 (Utah Lake, Utah, to Baltimore, Md.).* From the Utah Lake, Utah, VOR via the Kremmling, Colo., VOR; Denver, Colo., VOR; North Platte, Nebr., VOR; Omaha, Nebr., VOR; Peoria, Ill., VOR; Indianapolis, Ind., VOR; Dayton, Ohio, VOR; Appleton, Ohio, VOR; Pittsburgh, Pa., VOR to the Baltimore, Md., VOR.

§ 602.513 *VOR/VORTAC jet route No. 13 (El Paso, Tex., to Great Falls, Mont.).* From the El Paso, Tex., VOR via the INT of the El Paso 271° and Truth or Consequences 162° radials; Truth or Consequences, N. Mex., VOR;

INT Truth or Consequences 021° and Albuquerque 169° radials; Albuquerque, N. Mex., VOR; Las Vegas, N. Mex., VOR; Pueblo, Colo., VOR; Denver, Colo., VOR; Cheyenne, Wyo., VOR; Casper, Wyo., VOR; Livingston, Mont., VOR to the Great Falls, Mont., VOR.

§ 602.514 *VOR/VORTAC jet route No. 14 (Oakland, Calif., to New York, N. Y.).* From the Oakland, Calif., VOR via the Sacramento, Calif., VOR; Reno, Nev., VOR; Elko, Nev., VOR; Lucin, Utah, VOR; Ogden, Utah, VOR; Rock Springs, Wyo., VOR; Cheyenne, Wyo., VOR; North Platte, Nebr., VOR; Omaha, Nebr., VOR; Des Moines, Iowa, VOR; Naperville, Ill., VOR; Waterville, Ohio, VOR; Cleveland, Ohio, VOR; Philipsburg, Pa., VOR; Allentown, Pa., VOR to the New York, N. Y. (Idlewild), VOR.

§ 602.515 *VOR/VORTAC jet route No. 15 (Wink, Tex., to Boise, Idaho).* From the Wink, Tex., VOR via the Roswell, N. Mex., VOR; Albuquerque, N. Mex., VOR; Grand Junction, Colo., VOR; Salt Lake City, Utah, VOR; Ogden, Utah, VOR to the Boise, Idaho, VOR.

§ 602.516 *VOR/VORTAC jet route No. 16 (Portland, Oreg., to Boston, Mass.).* From the Portland, Oreg., VOR via the The Dalles, Oreg., VOR; INT The Dalles 096° and Pendleton 255° radials; Pendleton, Oreg., VOR; Dillon, Mont., VOR; Sheridan, Wyo., VOR; Rapid City, S. Dak., VOR; Sioux Falls, S. Dak., VOR; Mason City, Iowa, VOR; Naperville, Ill., VOR; Lansing, Mich., VOR to the Selfridge, Mich., VOR. From the Buffalo, N. Y., VOR via the Syracuse, N. Y., VOR; Albany, N. Y., VOR to the Boston, Mass., VOR.

§ 602.517 *VOR/VORTAC jet route No. 17 (San Antonio, Tex., to Rapid City, S. Dak.).* From the San Antonio, Tex., VOR via the Abilene, Tex., VOR; Amarillo, Tex., VOR; Pueblo, Colo., VOR; Denver, Colo., VOR to the Rapid City, S. Dak., VOR.

§ 602.518 *VOR/VORTAC jet route No. 18 (Seattle, Wash., to Duluth, Minn.).* From the Seattle, Wash., VOR via the Ephrata, Wash., VOR; Spokane, Wash., VOR; Great Falls, Mont., VOR; Lewistown, Mont., VOR; Dickinson, N. Dak., VOR; Fargo, N. Dak., VOR to the Duluth, Minn., VOR.

§ 602.519 *VOR/VORTAC jet route No. 19 (Dallas, Tex., to Omaha, Nebr.).* From the Dallas, Tex., VOR via the Wichita Falls, Tex., VOR; Garden City, Kans., VOR to the Omaha, Nebr., VOR.

§ 602.520 *VOR/VORTAC jet route No. 20 (Seattle, Wash., to Orlando, Fla.).* From the Seattle, Wash., VOR via the Yakima, Wash., VOR; Pendleton, Oreg., VOR; Boise, Idaho, VOR; Malad City, Idaho, VOR; Rock Springs, Wyo., VOR; Denver, Colo., VOR; Garden City, Kans., VOR; Oklahoma City, Okla., VOR; Shreveport, La., VOR; Jackson, Miss., VOR; Crestview, Fla., VOR; Marianna, Fla., VOR; Tallahassee, Fla., VOR; Orlando, Fla., VOR to INT Orlando 118° and Vero Beach, Fla., 339° radials.

§ 602.521 *VOR/VORTAC jet route No. 21 (Laredo, Tex., to Duluth, Minn.).* From the Laredo, Tex., VOR via the San

Antonio, Tex., VOR; Austin, Tex., VOR; Dallas, Tex., VOR; Oklahoma City, Okla., VOR; Wichita, Kans., VOR; Omaha, Nebr., VOR; Minneapolis, Minn., VOR to the Duluth, Minn., VOR.

§ 602.522 *VOR/VORTAC jet route No. 22 (Laredo, Tex., to Washington, D. C.).* From the Laredo, Tex., VOR via the Alice, Tex., VOR; Palacios, Tex., VOR; Lake Charles, La., VOR; Jackson, Miss., VOR; Birmingham, Ala., VOR; Knoxville, Tenn., VOR; Pulaski, Va., VOR; Gordonsville, Va., VOR to the INT of the Flat Rock, Va. 024° and Herndon, Va., 164° radials.

§ 602.523 *VOR/VORTAC jet route No. 23 (Brownsville, Tex., to North Platte, Nebr.).* From the Brownsville, Tex., VOR via the Alice, Tex., VOR; San Antonio, Tex., VOR; Wichita Falls, Tex., VOR; Oklahoma City, Okla., VOR; Wichita, Kans., VOR to the North Platte, Nebr., VOR.

§ 602.524 *VOR/VORTAC jet route No. 24 (Gila Bend, Ariz., to Flat Rock, Va.).* From the Gila Bend, Ariz., VOR via the Phoenix, Ariz., VOR; Grants, N. Mex., VOR; Albuquerque, N. Mex., VOR; Las Vegas, N. Mex., VOR; Garden City, Kans., VOR; Salina, Kans., VOR; Kansas City, Mo., VOR; St. Louis, Mo., VOR; Indianapolis, Ind., VOR; INT Indianapolis 113° and Charleston 291° radials; Charleston, W. Va., VOR to the Flat Rock, Va., VOR.

§ 602.525 *VOR/VORTAC jet route No. 25 (San Antonio, Tex., to Kansas City, Mo.).* From the San Antonio, Tex., VOR via the Austin, Tex., VOR; Dallas, Tex., VOR; Tulsa, Okla., VOR; Butler, Mo., VOR to the Kansas City, Mo., VOR.

§ 602.526 *VOR/VORTAC jet route No. 26 (El Paso, Tex., to Gordonsville, Va.).* From the El Paso, Tex., VOR; INT El Paso 089° and Roswell 216° radials; Roswell, N. Mex., VOR; Amarillo, Tex., VOR; Wichita, Kans., VOR; Kansas City, Mo., VOR; Peoria, Ill., VOR; Naperville, Ill., VOR; Dayton, Ohio, VOR; Appleton, Ohio, VOR to the Gordonsville, Va., VOR.

§ 602.527 *VOR/VORTAC jet route No. 27 (San Antonio, Tex., to Peoria, Ill.).* From the San Antonio, Tex., VOR via the Lufkin, Tex., VOR; Shreveport, La., VOR; Little Rock, Ark., VOR; St. Louis, Mo., VOR to the Peoria, Ill., VOR.

§ 602.528 *VOR/VORTAC jet route No. 28 (Daggett, Calif., to Vichy, Mo.).* From the Daggett, Calif., VOR via the Valle, Ariz., VOR; Farmington, N. Mex., VOR; Pueblo, Colo., VOR; Garden City, Kans., VOR; Wichita, Kans., VOR; Butler, Mo., VOR to the Vichy, Mo., VOR.

§ 602.529 *VOR/VORTAC jet route No. 29 (Alice, Tex., to Presque Isle, Maine).* From the Alice, Tex., VOR via the Palacios, Tex., VOR; Houston, Tex., VOR; Lufkin, Tex., VOR; Shreveport, La., VOR; Memphis, Tenn., VOR; Evansville, Ill., VOR; Dayton, Ohio, VOR; Cleveland, Ohio, VOR; Erie, Pa., VOR; Syracuse, N. Y., VOR; Plattsburgh, N. Y., VOR; Bangor, Maine, VOR to the Presque Isle, Maine, VOR.

§ 602.530 VOR/VORTAC jet route No. 30 (Denver, Colo., to Washington, D. C.). From the Denver, Colo., VOR via the North Platte, Nebr., VOR; Sioux Falls, S. Dak., VOR; Minneapolis, Minn., VOR; La Crosse, Wis., VOR; Naperville, Ill., VOR; Appleton, Ohio, VOR; Gordonsville, Va., VOR to INT Flat Rock, Va., 024° and Herndon, Va., 164° radials.

§ 602.531 VOR/VORTAC jet route No. 31 (Lake Charles, La., to Pueblo, Colo.). From the Lake Charles, La., VOR via the Dallas, Tex., VOR; Wichita Falls, Tex., VOR; Amarillo, Tex., VOR to the Pueblo, Colo., VOR.

§ 602.532 VOR/VORTAC jet route No. 32 (Elko, Nev., to Duluth, Minn.). From the Elko, Nev., VOR via the Bonneville, Utah., VOR; Salt Lake City, Utah., VOR; Rock Springs, Wyo., VOR; Casper, Wyo., VOR; Rapid City, S. Dak., VOR; Aberdeen, S. Dak., VOR to the Duluth, Minn., VOR.

§ 602.533 VOR/VORTAC jet route No. 33 (Lake Charles, La., to Minneapolis, Minn.). From the Lake Charles, La., VOR via the INT of the Lake Charles 343° and Shreveport 176° radials; Shreveport, La., VOR; Springfield, Mo., VOR; Kansas City, Mo., VOR; Des Moines, Iowa, VOR to the Minneapolis, Minn., VOR.

§ 602.534 VOR/VORTAC jet route No. 34 (Dickinson, N. Dak., to Herndon, Va.). From the Dickinson, N. Dak., VOR via the Aberdeen, S. Dak., VOR; Minneapolis, Minn., VOR; La Crosse, Wis., VOR; Milwaukee, Wis., VOR; Waterville, Ohio, VOR; Cleveland, Ohio, VOR; Pittsburgh, Pa., VOR to the Herndon, Va., VOR.

§ 602.535 VOR/VORTAC jet route No. 35 (New Orleans, La., to Naperville, Ill.). From the New Orleans, La., VOR via the Jackson, Miss., VOR; Memphis, Tenn., VOR; St. Louis, Mo., VOR to the Naperville, Ill., VOR.

§ 602.536 VOR/VORTAC jet route No. 36 (Fargo, N. Dak., to Selfridge, Mich.). From the Fargo, N. Dak., VOR via the Minneapolis, Minn., VOR; La Crosse, Wis., VOR; Milwaukee, Wis., VOR; Lansing, Mich., VOR to the Selfridge, Mich., VOR.

§ 602.537 VOR/VORTAC jet route No. 37 (New Orleans, La., to Plattsburgh, N. Y.). From the New Orleans, La., VOR via the Mobile, Ala., VOR; Montgomery, Ala., VOR; Atlanta, Ga., VOR; Spartanburg, S. C., VOR; Greensboro, N. C., VOR; Flat Rock, Va., VOR; INT Flat Rock 024° and Herndon, Va., 164° radials; Baltimore, Md., VOR; Allentown, Pa., VOR; Albany, N. Y., VOR to the Plattsburgh, N. Y., VOR.

§ 602.538 VOR/VORTAC jet route No. 38 (Duluth, Minn., to New York, N. Y.). From the Duluth, Minn., VOR via the Green Bay, Wis., VOR to the Selfridge, Mich., VOR. From the Phillipsburg, Pa., VOR via the Allentown, Pa., VOR to the New York, N. Y. (Idlewild), VOR.

§ 602.539 VOR/VORTAC jet route No. 39 (Crestview, Fla., to Lansing, Mich.). From the Crestview, Fla., VOR

via the Montgomery, Ala., VOR; Birmingham, Ala., VOR; INT Birmingham 360° and Nashville, Tenn., 191° radials; Nashville, Tenn., VOR; Louisville, Ky., VOR; Dayton, Ohio, VOR to the Lansing, Mich., VOR.

§ 602.540 VOR/VORTAC jet route No. 40 (Montgomery, Ala., to Charleston, S. C.). From the Montgomery, Ala., VOR via the Columbus, Ga., VOR to the Charleston, S. C., VOR.

§ 602.541 VOR/VORTAC jet route No. 41 (Miami, Fla., to Omaha, Nebr.). From the Miami, Fla., VOR via the Tampa, Fla., VOR; Tallahassee, Fla., VOR; Marianna, Fla., VOR; Montgomery, Ala., VOR; Memphis, Tenn., VOR; Springfield, Mo., VOR; Kansas City, Mo., VOR to the Omaha, Nebr., VOR.

§ 602.542 VOR/VORTAC jet route No. 42 (Dallas, Tex., to Nashville, Tenn.). From the Dallas, Tex., VOR via the Little Rock, Ark., VOR; Memphis, Tenn., VOR to the Nashville, Tenn., VOR.

§ 602.543 VOR/VORTAC jet route No. 43 (Key West, Fla., to Dayton, Ohio). From the Key West, Fla., VOR via the Tampa, Fla., VOR; Tallahassee, Fla., VOR; Atlanta, Ga., VOR; Knoxville, Tenn., VOR; Lexington, Ky., VOR to the Dayton, Ohio, VOR.

§ 602.544 VOR/VORTAC jet route No. 44 (Las Vegas, Nev., to Prescott, Ariz.). From the Las Vegas, Nev., VOR to the Prescott, Ariz., VOR.

§ 602.545 VOR/VORTAC jet route No. 45 (Jacksonville, Fla., to Des Moines, Iowa). From the Jacksonville, Fla., VOR via the Alma, Ga., VOR; Atlanta, Ga., VOR; Nashville, Tenn., VOR; St. Louis, Mo., VOR to the Des Moines, Iowa, VOR.

§ 602.546 VOR/VORTAC jet route No. 46 (Tampa, Fla., to West Palm Beach, Fla.). From the Tampa, Fla., VOR to the West Palm Beach, Fla., VOR.

§ 602.547 VOR/VORTAC jet route No. 47 (Charleston, S. C., to Dayton, Ohio). From the Charleston, S. C., VOR via the Columbia, S. C., VOR; Spartanburg, S. C., VOR; Lexington, Ky., VOR to the Dayton, Ohio, VOR.

§ 602.548 VOR/VORTAC jet route No. 48 (El Paso, Tex., to San Antonio, Tex.). From the El Paso, Tex., VOR via the Fort Stockton, Tex., VOR to the San Antonio, Tex., VOR.

§ 602.549 VOR/VORTAC jet route No. 49 (Miami, Fla., to Presque Isle, Maine). From the Miami, Fla., VOR via the Lakeland, Fla., VOR; Gainesville, Fla., VOR; Alma, Ga., VOR; Augusta, Ga., VOR; Spartanburg, S. C., VOR; Greensboro, N. C., VOR; Morgantown, W. Va., VOR; Pittsburgh, Pa., VOR; Phillipsburg, Pa., VOR; Albany, N. Y., VOR; Bangor, Maine, VOR to the Presque Isle, Maine, VOR.

§ 602.550 VOR/VORTAC jet route No. 50 (El Paso, Tex., to Crestview, Fla.). From the El Paso, Tex., VOR via the Wink, Tex., VOR; San Angelo, Tex., VOR; Waco, Tex., VOR; Lufkin,

Tex., VOR; INT Lufkin 086° and Alexandria, La., 270° radials; Alexandria, La., VOR; McComb, Miss., VOR to the Crestview, Fla., VOR.

§ 602.551 VOR/VORTAC jet route No. 51 (Jacksonville, Fla., to Raleigh, N. C.). From the Jacksonville, Fla., VOR via the Savannah, Ga., VOR; Columbia, S. C., VOR; INT Florence, S. C., 008° and Raleigh 232° radials to the Raleigh, N. C., VOR.

§ 602.552 VOR/VORTAC jet route No. 52 (Birmingham, Ala., to Florence, S. C.). From the Birmingham, Ala., VOR via the Atlanta, Ga., VOR; Augusta, Ga., VOR; Columbia, S. C., VOR to the Florence, S. C., VOR.

§ 602.553 VOR/VORTAC jet route No. 53 (Key West, Fla., to Pittsburgh, Pa.). From the Key West, Fla., VOR via the Miami, Fla., VOR; INT Miami 060° and West Palm Beach 176° radials; West Palm Beach, Fla., VOR; Vero Beach, Fla., VOR; Jacksonville, Fla., VOR; INT Jacksonville 347° and Augusta 176° radials; Augusta, Ga., VOR; Spartanburg, S. C., VOR; Pulaski, Va., VOR; Morgantown, W. Va., VOR to the Pittsburgh, Pa., VOR.

§ 602.554 VOR/VORTAC jet route No. 54 (Garden City, Kans., to Springfield, Mo.). From the Garden City, Kans., VOR via the Ponca City, Okla., VOR to the Springfield, Mo., VOR.

§ 602.555 VOR/VORTAC jet route No. 55 (Jacksonville, Fla., to Presque Isle, Maine). From the Jacksonville, Fla., VOR via the Charleston, S. C., VOR; Florence, S. C., VOR; INT Florence 008° and Raleigh 232° radials; Raleigh, N. C., VOR; Flat Rock, Va., VOR; INT Flat Rock 024° and Herndon, Va., 164° radials; Dover, Del., VOR; New York (Idlewild), N. Y., VOR; Boston, Mass., VOR; Bangor, Maine, VOR to the Presque Isle, Maine, VOR.

§ 602.556 VOR/VORTAC jet route No. 56 (Salt Lake City, Utah, to Kremmling, Colo.). From the Salt Lake City, Utah, VOR to the Kremmling, Colo., VOR.

§ 602.557 VOR/VORTAC jet route No. 57 (Greensboro, N. C., to Appleton, Ohio). From the Greensboro, N. C., VOR via the Pulaski, Va., VOR; Charleston, W. Va., VOR to the Appleton, Ohio, VOR.

§ 602.558 VOR/VORTAC jet route No. 58. [Unassigned.]

§ 602.559 VOR/VORTAC jet route No. 59 (Charleston, W. Va., to Syracuse, N. Y.). From the Charleston, W. Va., VOR via the Morgantown, W. Va., VOR; Phillipsburg, Pa., VOR to the Syracuse, N. Y., VOR.

§ 602.560 VOR/VORTAC jet route No. 60. [Unassigned.]

§ 602.561 VOR/VORTAC jet route No. 61 (Baltimore, Md., to Buffalo, N. Y.). From the Baltimore, Md., VOR via the Phillipsburg, Pa., VOR to the Buffalo, N. Y., VOR.

§ 602.562 VOR/VORTAC jet route No. 62. [Unassigned.]

This part shall become effective December 1, 1957.

(SEAL)
JAMES T. PYLE,
Administrator of Civil Aeronautics.

NOVEMBER 21, 1957.

[F. R. Doc. 57-9801; Filed, Nov. 26, 1957;
8:47 a.m.]

PART 608—RESTRICTED AREAS

ALTERATIONS

The restricted area alterations appearing hereinafter have been coordinated with the civil operators involved, the Army, the Navy and the Air Force, through the Air Coordinating Committee, Aerospace Panel, and are adopted to become effective when indicated in order to promote safety of the flying public. Since a military function of the United States is involved, compliance with the notice, procedure, and effective date, provisions of section 4 of the Administrative Procedure Act is not required.

Part 608 is amended as follows:
1. Section 608.18, the Jacksonville, Florida, area (R-161A formerly R-161), amended January 29, 1956 in 21 F. R. 419 is redesignated as follows:

§ 602.563 VOR/VORTAC jet route No. 63 (New York, N. Y., to Syracuse, N. Y.). From the New York, N. Y. (Idlewild) VOR to the Syracuse, N. Y. VOR.

§ 602.564 VOR/VORTAC jet route No. 64. [Unassigned.]

§ 602.565 VOR/VORTAC jet route No. 65 (Phoenix, Ariz., to Red Bluff, Calif.). From the Phoenix, Ariz., VOR via the Blythe, Calif., VOR; INT Los Angeles, Calif., 090° and Palmdale, Calif., 118° radials; Palmdale, Calif., VOR; INT Palmdale 291° and Bakersfield, Calif., 149° radials; Bakersfield, Calif., VOR; Fresno, Calif., VOR; Sacramento, Calif., VOR to the Red Bluff, Calif., VOR to the Red Bluff, Calif., VOR.

SUBPART E—TACAN JET ROUTES

§ 602.801 TACAN jet route No. 1 (Oceana, Va., to Brunswick, Maine). From the Oceana (NAS), Va., TACAN via the INT Oceana (NAS) TACAN 005° and Chincoteague (NAS) TACAN 217° radials; Chincoteague (NAS), Va., TACAN; Atlantic City (NAS), N. J., TACAN; INT Atlantic City (NAS) TACAN 055° and the Quonset Point (NAS) TACAN 22° radials; Quonset Point (NAS), R. I., TACAN; to the Brunswick (NAS), Maine, TACAN.

2. Section 608.18, the Jacksonville, Florida, area (R-161B) is added to read:

Name and location (chart)	Description by geographical coordinates	Designated altitudes	Time of designation	Controlling agency
Jacksonville, Fla., restricted area (R-161B) (Orlando).	Beginning at latitude 30°00'00", longitude 82°02'00"; thence to latitude 29°37'30", longitude 82°02'00"; thence counterclockwise along the arc of a circle 5 miles in radius centered at latitude 29°38'20", longitude 82°00'25"; thence to latitude 29°53'30", longitude 82°05'30"; thence to latitude 29°53'30", longitude 82°18'00"; thence to latitude 30°00'00", longitude 82°18'30"; thence to point of beginning latitude 30°00'00", longitude 82°02'00".	From 5,000 feet to unlimited.	Continuous...	COMFAIR JAX., NAS Jacksonville, Fla.

3. Section 608.18, the Jacksonville, Florida, area (R-161C) is added to read:

Name and location (chart)	Description by geographical coordinates	Designated altitudes	Time of designation	Controlling agency
Jacksonville, Fla., restricted area (R-161C) (Orlando).	Beginning at latitude 29°44'30", longitude 81°42'00"; thence to latitude 29°44'30", longitude 82°00'00"; thence to latitude 29°49'00", longitude 82°00'00"; thence counterclockwise along the arc of a circle 5 miles in radius centered at latitude 29°53'20", longitude 82°00'25"; to latitude 29°50'00", longitude 81°57'00"; thence to point of beginning latitude 29°44'30", longitude 81°42'00".	8,000 feet to unlimited.	Continuous...	COMFAIR JAX., NAS Jacksonville, Fla.

4. Section 608.18, the Jacksonville, Florida, area (R-161D) is added to read:

Name and location (chart)	Description by geographical coordinates	Designated altitudes	Time of designation	Controlling agency
Jacksonville, Fla., restricted area (R-161D) (Orlando).	Beginning at latitude 29°44'30", longitude 81°35'00"; thence to latitude 29°23'00", longitude 81°35'00"; thence to latitude 29°23'00", longitude 81°40'00"; thence to latitude 29°21'30", longitude 81°40'00"; thence to latitude 29°21'30", longitude 82°00'58"; thence to latitude 82°13'00"; thence to latitude 29°42'00", longitude 82°14'00"; thence to latitude 29°53'30", longitude 82°18'00"; thence to latitude 29°53'30", longitude 82°05'30"; thence counterclockwise along the arc of a circle 5 miles in radius centered at latitude 29°53'20", longitude 82°00'25"; to latitude 29°52'50", longitude 82°02'25"; thence to latitude 29°52'50", longitude 82°02'25"; thence counterclockwise along the arc of a circle 2 miles in radius centered at latitude 29°53'20", longitude 82°00'25"; to latitude 29°51'35", longitude 82°01'15"; thence to latitude 29°49'35", longitude 82°03'00"; thence counterclockwise along the arc of a circle 5 miles in radius centered at latitude 29°53'20", longitude 82°00'25"; to latitude 29°49'00", longitude 82°00'00"; thence to latitude 29°44'30", longitude 82°00'00"; thence to point of beginning latitude 29°44'30", longitude 81°35'00".	15,000 feet to unlimited.	Continuous...	COMFAIR JAX., NAS Jacksonville, Fla.

5. Section 608.18, the Keystone, Florida, area (R-180) amended June 5, 1957 in 22 F. R. 3922 is rescinded.

6. Section 608.18, the Bostwick, Florida, area (R-166) amended April 9, 1955 in 20 F. R. 2301 is rescinded.

7. Section 608.28, the Patuxent River, Maryland, area (R-43) amended October 31, 1951 in 16 F. R. 11066 is redesignated as follows: "Beginning at the town of Federalsburg, Maryland, latitude 38°41'15", longitude 75°46'00"; thence southerly to Sharptown, Maryland, latitude 38°32'30", longitude 75°43'45"; thence southeast to Fruitland, Maryland, latitude 38°19'00", longitude 75°37'00"; thence southerly along the railroad to Princess Anne, Maryland, latitude 38°12'30", longitude 75°41'30"; thence southwesterly to latitude 38°02'30", longitude 75°52'30"; thence south to the west boundary of Victor 1 at latitude 37°55'00", longitude 75°52'30"; thence southwesterly to latitude 37°46'39", longitude 75°57'43"; (which is on the eastern boundary of R-88 and which is the point of beginning of the Chesapeake Bay, Virginia, Controlled Firing Area); thence following the circumference of R-88 (5 nautical mile radius) to latitude 37°45'00", longitude 76°08'51" (which

point is located on the southern circumference of R-88 and on the northern boundary of R-388); thence due west to latitude 37°45'00", longitude 76°23'30"; thence northwesterly to latitude 37°50'30", longitude 76°32'00"; thence northerly to latitude 38°05'10", longitude 76°34'15"; thence northeasterly to latitude 38°11'10", longitude 76°25'10"; thence northeasterly to latitude 38°30'00", longitude 76°04'00"; thence northeasterly to New Market, Maryland, latitude 38°36'00", longitude 75°55'30"; thence northeasterly along the railroad to Federalsburg, Maryland, latitude 38°41'15", longitude 75°46'00"; the point of beginning."

NOTE: From 3500 feet to an unlimited altitude excluding R-39, R-418, R-88, R-41 and excluding R-71, below 5,000 feet.

8. Section 608.54, the Chesapeake Bay, Virginia, area (R-388) amended October 24, 1956 in 21 F. R. 8144 is redesignated as follows:

Name and location	Description by geographical coordinates	Designated altitudes	Time of designation	Controlling agency
Chesapeake Bay, Va. restricted area (R-388) (Norfolk).	Beginning at latitude 37°43'33", longitude 76°00'45" thence southerly to latitude 37°33'00", longitude 76°03'55"; thence northwesterly to latitude 37°33'00", longitude 76°08'34"; thence northerly to latitude 37°45'00", longitude 76°09'48"; thence due east to latitude 37°45'00", longitude 76°08'51"; thence along the circumference of the Tangier Island Restricted Area R-88, 5 nautical mile radius to the point of beginning at latitude 37°43'33", longitude 76°00'45".	Surface to 30,000 feet.	Daylight and darkness, 7 days a week.	Virginia Capes Operating Area Coordinator NOV, Norfolk, Va.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interprets or applies sec. 601, 52 Stat. 1007, as amended; 49 U. S. C. 551)

This amendment shall become effective on December 19, 1957.

[SEAL] WILLIAM B. DAVIS,
Acting Administrator
of Civil Aeronautics.

NOVEMBER 19, 1957.

[F. R. Doc. 57-9746; Filed, Nov. 26, 1957; 8:45 a. m.]

[Amdt. 25]

PART 610—MINIMUM EN ROUTE IFR ALTITUDES

MISCELLANEOUS AMENDMENTS

The minimum en route IFR altitudes appearing hereinafter have been coordinated with interested members of the industry in the regions concerned insofar as practicable. The altitudes are adopted without delay in order to provide for safety in air commerce. Compliance with the notice, procedures, and effective date provisions of Section 4 of the Administrative Procedure Act would be impracticable and contrary to the public interest, and therefore is not required.

Part 610 is amended as follows: (listed items to be placed in appropriate sequence in the sections indicated).

Section 610.19 *Green civil airway 9* is amended to read:

From Swordfish INT, T. H.; to Coconut INT, T. H.; MEA 1,000.

From Coconut INT, T. H.; to Honolulu, T. H., LFR; MEA 3,500.

From Honolulu, T. H., LFR; to Banana INT, T. H.; MEA 6,000.

From Banana INT, T. H.; to North Maui INT, T. H.; southwestbound, MEA 6,000; northeastbound, MEA 1,000.

From North Maui INT, T. H.; to North Hilo INT, T. H.; MEA 1,000.

Section 610.101 *Amber civil airway 1* is amended to read in part:

From San Diego, Calif., LFR; to Ocean-side, Calif., LF/RBN; MEA 2,500.

Section 610.107 *Amber civil airway 7* is amended to read in part:

From Savannah, Ga., LFR; to *Meggett INT, S. C.; MEA 1,500. *2,000—MRA.

From Maggett INT, S. C.; to Charleston, S. C., LFR; MEA 1,500.

Section 610.110 *Amber civil airway 10* is amended to read:

From South Honolulu INT, T. H.; to *Southgate INT, T. H.; MEA 1,000. *2,000—MCA Southgate INT, northbound.

From Southgate INT, T. H.; to Honolulu, T. H., LFR; northbound, MEA 4,000; southbound, MEA 1,000.

Section 610.111 *Amber civil airway 11* is amended to read:

From South Maui INT, T. H.; to Maui, T. H., LFR; Southbound, MEA 1,000; Northbound, MEA 6,000.

From Maui, T. H., LFR; to 38 miles N Maui LFR; MEA 6,000.

Section 610.112 *Amber civil airway 12* is amended to read:

From 37 miles S Hilo LFR; to Hilo, T. H., LFR; MEA 4,000.

From Hilo, T. H., LFR; to Kuku Point INT, T. H.; Northbound, MEA 3,000; Southbound, MEA 4,000.

Section 610.113 *Amber civil airway 13* is added to read:

From South Port Allen INT, T. H., to Swordfish INT, T. H.; MEA 1,000.

From Swordfish INT, T. H.; to Port Allen, T. H., LFR; Northbound, MEA 6,000; Southbound, MEA 3,000.

Section 610.245 *Red civil airway 45* is amended to read in part:

From Manakin, Va., LF/RBN; to Woodford INT, Va.; MEA 1,700.

From Woodford INT, Va.; to Quantico, Va., LFR; MEA 1,500.

Section 610.277 *Red civil airway 77* is amended to read in part:

From Greensboro, N. C., LFR; to Lynchburg, Va., LFR; MEA 4,000.

Section 610.287 *Red civil airway 87* is amended to read:

From Bonita INT, T. H.; to *Port Allen, T. H., LFR; MEA 6,000. *6,000—MCA Port Allen LFR, westbound.

From Port Allen, T. H., LFR; to Driftwood INT, T. H.; southeastbound, 3,000. north-westbound, 4,000.

From Driftwood INT, T. H.; to Coconut INT, T. H.; MEA 1,000.

From Coconut INT, T. H.; to Honolulu, T. H., LFR; MEA 3,500.

From *Honolulu, T. H., LFR; to **Maui, T. H., LFR; MEA 6,000. *4,000—MCA Honolulu LFR, southeastbound. **8,000—MCA Maui LFR, southeastbound.

From Maui, T. H., LFR; to 20 miles south-east Maui LFR; MEA 8,000.

From 20 miles southeast Maui LFR; to Kuku Point INT, T. H.; northwestbound, MEA 8,000; to southeastbound, MEA 5,000.

From Kuku Point INT, T. H., Hilo, T. H., LFR; southbound, MEA 4,000; northbound, MEA 3,000.

From Hilo, T. H., LFR; to East Hilo INT, T. H.; MEA 3,000.

Section 610.313 *Red civil airway 113* is amended to read:

From South Port Allen INT, T. H.; to Hula Girl INT, T. H.; MEA 1,000.

From Hula Girl INT, T. H.; to Makai INT, T. H.; southwestbound, MEA 1,000; north-eastbound, MEA 2,000.

From Makai INT, T. H.; to *Honolulu, T. H., LFR; MEA 2,000. *5,000—MCA Honolulu LFR, northeastbound.

From Honolulu, T. H., LFR; to Makapuu Pt., T. H., LF/RBN; MEA 5,000.

From Makapuu Pt., T. H., LF/RBN; to Skipjack INT, T. H.; southwestbound, MEA 5,000; northeastbound, MEA 1,000.

From Skipjack INT, T. H.; to N. Maui INT, T. H.; MEA 1,000.

Section 610.607 *Blue civil airway 7* is amended to read in part:

From Gilroy INT, Calif.; to Altamont INT, Calif.; MEA 6,500.

Section 610.610 *Blue civil airway 10* is amended to delete:

From Fresno, Calif., LFR; to *Evergreen, Calif., LF/RBN; MEA 6,000. *6,000—MCA Evergreen LF/RBN, southeastbound.

From Morgan Hill, Calif., FM; to Evergreen, Calif., LF/RBN, northwestbound only, MEA 5,000.

Section 610.610 *Blue civil airway 10* is amended by adding:

From Fresno, Calif., LFR; to Los Banos INT, Calif.; MEA 3,000.

From Los Banos INT, Calif.; to Morgan Hill, Calif., FM; MEA 6,000.

From Morgan Hill, Calif., FM; to *Evergreen, Calif., LF/RBN; northwestbound, MEA 5,000; southeastbound, MEA 6,000. *6,000—MCA Evergreen LF/RBN, southeastbound.

RULES AND REGULATIONS

Section 610.614 *Blue civil airway 14* is amended to delete:

From Panoche INT, Calif.; to Stockton, Calif., LFR; MEA 6,000.

Section 610.614 *Blue civil airway 14* is amended by adding:

From Los Banos INT, Calif.; to Stockton, Calif., LFR; MEA 3,000.

Section 610.614 *Blue civil airway 14* is amended to read in part:

From Panoche INT, Calif.; to Volta INT, Calif.; MEA 6,000.

From *Volta INT, Calif.; to Stockton, Calif., VOR; MEA 3,000. *4,000—MCA Volta INT, southbound.

Section 610.1001 *Direct routes—U. S.* is amended by adding:

From Lakeland, Fla., VOR; to Kissimmee INT, Fla.; MEA 1,500.

From Kissimmee INT, Fla.; to Vero Beach, Fla., VOR; 1,500.

From La Grange, Ga., VOR; to Macon, Ga., VOR; MEA 2,400.

From Birmingham, Ala., VOR; to La Grange, Ga., VOR; MEA 3,900.

From Fall River INT, Tenn.; to Franklin INT, Tenn.; MEA 5,500.

From Rome, Ga., LFR; to Chattanooga, Tenn., VOR; MEA 3,900.

From Rome, Ga., LFR; to Int. E crs Rome LFR and 150 M rad. Chattanooga VOR; MEA 3,800.

From Crabapple INT, Ga.; to Crossville, Tenn., VOR; MEA 6,000.

From Crabapple INT, Ga., to Chattanooga, Tenn., VOR; MEA 4,000.

From Houston, Tex., VOR; to Leona, Tex., VOR; MEA 2,500.

From Kemp INT, Tex.; to Leona, Tex., VOR; MEA 5,300.

From Dallas, Tex., VOR; to Leona, Tex., VOR; MEA 2,900.

From Dallas, Tex., VOR; to Leona, Tex., VOR; MEA 3,600.

From Ennis INT, Tex.; to Leona, Tex., VOR; MEA 3,300.

From Greenville, S. C., LFR; to Spartanburg, S. C., LFR; MEA 2,300.

From Austin, Tex., VOR; to Int. 060 M rad. Austin VOR and 260 M rad. College Station, VOR; MEA 2,000.

From Int. 060 M rad. Austin VOR and 260 M rad. College Station VOR; to College Station, Tex., VOR; MEA 2,000.

Section 610.1001 *Direct routes, U. S.* is amended to delete:

From Chattanooga, Tenn., LFR; to Rome, Ga., LFR; MEA 3,900.

From Cartersville INT, Ga., to Rome, Ga., LFR; MEA 2,800.

Section 610.1001 *Direct routes—U. S.* is amended to read in part:

From Raleigh, N. C., LFR; to Wilmington, N. C., LF/RBN; MEA 2,500.

From Fort Myers, Fla., LF/RBN; to West Palm Beach, Fla., LFR; MEA 1,300.

From Austin, Tex., VOR; to College Station, Tex., VOR; MEA 2,000.

Section 610.6001 *VOR civil airway 1* is amended to read in part:

From Salisbury, Md., VOR; to *Wildwood INT, N. J.; MEA **2,000. *2,000—MRA

**1,500—MOCA.

From Wildwood INT, N. J.; to Atlantic City INT, N. J.; MEA *2,000. *1,500—MOCA.

Section 610.6002 *VOR civil airway 2* is amended to read in part:

From Albany, N. Y., VOR; to *Greenfield INT, Mass.; MEA 5,500. *5,500—MCA Greenfield INT, westbound.

From Grafton INT, N. Y.; to Albany, N. Y., VOR, westbound only; MEA 3,000.

Section 610.6003 *VOR civil airway 3* is amended to read in part:

From Savannah, Ga., VOR; to Charleston, S. C., VOR; MEA 1,400.

From Flat Rock, Va., VOR; to Brooke, Va., VOR; MEA 1,700.

Section 610.6004 *VOR civil airway 4* is amended to read in part:

From Laramie, Colo., VOR via N alter.; to *Nunn INT, Colo., via N alter.; MEA

**12,500. *12,500—MRA. **11,000—MOCA.

From Nunn INT, Colo., via N alter.; to *Gill INT, Colo., via N alter.; MEA **14,000

(deletes MCA at Gill INT). *13,000—MRA.

**7,500—MOCA.

From Salina, Kans., VOR via S alter.; to *Admire INT, Kans., via S alter.; MEA

**4,500. *4,500—MRA. **3,000—MOCA.

From Admire INT, Kans., via S alter.; to Topeka, Kans., VOR via S alter.; MEA 3,000.

Section 610.6006 *VOR civil airway 6* is amended to read in part:

From *Ogden, Utah, VOR via N alter.; to Blacksmith INT, Utah, via N alter.; MEA

13,000. *11,000—MCA Ogden VOR, northbound.

From Blacksmith INT, Utah, via N alter.;

to Fort Bridger, Wyo., VOR via N alter.; MEA 12,000.

Section 610.6007 *VOR civil airway 7* is amended to delete:

From Lafayette, Ind., VOR via E alter.; to Chicago Heights, Ill., VOR, via E alter.; MEA

2,000.

Section 610.6007 *VOR civil airway 7* is amended to read in part:

From Lafayette, Ind., VOR; to *Zoro INT, Ind.; MEA 2,000. *2,500—MRA.

From Zoro INT, Ind.; to Chicago Heights, Ill., VOR; MEA 2,000.

From Chicago Heights Ill., VOR via E alter.; to *White Fish INT, Ill., via E alter.;

MEA 2,500. *3,500—MRA.

From *Tanner INT, Ala., via E alter.; to **Fall River INT, Tenn., via E alter.; MEA

***4,500. *4,500—MRA. **5,500—MRA.

***2,400—MOCA.

From Fall River INT, Tenn., via E alter.; to Graham, Tenn., VOR via E alter.; MEA

*4,500. *2,400—MOCA.

Section 610.6008 *VOR civil airway 8* is amended by adding:

From Daggett, Calif., VOR via E alter.; to Las Vegas, Nev., VOR via E alter.; MEA

11,500.

Section 610.6009 *VOR civil airway 9* is amended to read in part:

From New Orleans, La., VOR via E alter.; to Picayune, Miss., VOR via E alter.; MEA

1,400.

From Picayune, Miss., VOR via E alter.; to McComb, Miss., VOR via E alter.; MEA 1,700.

Section 610.6010 *VOR civil airway 10* is amended to delete:

From Hutchinson, Kans., VOR via N alter.; to Emporia, Kans., VOR via N alter.; MEA

3,300.

Section 610.6010 *VOR civil airway 10* is amended to read in part:

From Pelee INT, Ont., Canada; to *Gill INT, Mich.; MEA **3,500. *3,000—MRA.

**2,500—MOCA. #For that airspace over U. S. territory.

From Gill INT, Mich.; to North Perry INT, Ohio; MEA 3,000.

Section 610.6012 *VOR civil airway 12* is amended to delete:

From Needles, Calif., VOR; to Prescott, Ariz., VOR; MEA 10,000.

From Prescott, Ariz., VOR; to Winslow, Ariz., VOR; MEA 10,000.

Section 610.6012 *VOR civil airway 12* is amended by adding:

From Needles, Calif., VOR; to Drake, Ariz., VOR; MEA 10,000.

From Drake, Ariz., VOR; to Winslow, Ariz., VOR; MEA 10,000.

From Needles, Calif., VOR via S alter.; to Prescott, Ariz., VOR via S alter.; MEA 10,000.

From Prescott, Ariz., VOR via S alter.; to Winslow, Ariz., VOR via S alter.; MEA *12,000.

*11,000—MOCA.

From Tucumcari, N. Mex., VOR via S alter.; to Amarillo, Tex., VOR via S alter.; MEA

*6,000. *5,100—MOCA.

Section 610.6012 *VOR civil airway 12* is amended to read in part:

From Tucumcari, N. Mex., VOR; to *Vega INT, Tex.; MEA 5,500. *6,500—MRA.

From Vega INT, Tex.; to Amarillo, Tex., VOR; MEA 5,500.

From Gage, Okla., VOR via N alter.; to Aetna INT, Okla., via N alter.; MEA 3,500.

From Aetna INT, Okla., via N alter.; to Salt INT, Kans., via N alter.; MEA *6,300.

*3,500—MOCA.

From Salt INT, Kans., via N alter.; to Rago INT, Kans., via N alter.; MEA *6,300. *2,800—

MOCA.

From Rago INT, Kans., via N alter.; to Wichita, Kans., VOR via N alter.; MEA 3,400.

From *Wichita, Kans., VOR, via N alter.; to Emporia, Kans., VOR via N alter.; MEA

3,000. *3,000—MCA Wichita VOR, northeastbound.

Section 610.6013 *VOR civil airway 13* is amended to read in part:

From Neosho, Mo., VOR via W alter.; to *Waco INT, Mo., via W alter.; MEA 2,700.

*6,500—MRA.

From Waco INT, Mo., via W alter.; to Butler, Mo., VOR via W alter.; MEA 2,700.

From Houston, Tex., VOR via W alter.; to New Waverly INT, Tex., via W alter.; MEA

*2,300. *1,800—MOCA.

From New Waverly INT, Tex., via W alter.; to Lufkin, Tex., VOR via W alter.; MEA *2,000.

*1,500—MOCA.

Section 610.6014 *VOR civil airway 14* is amended to read in part:

From Neosho, Mo., VOR via S alter.; to *Billings INT, Mo., via S alter.; MEA **2,800.

*2,800—MRA. **2,600—MOCA.

From Billings INT, Mo., via S alter.; to Springfield, Mo., VOR via S alter.; MEA 2,600.

From Albany, N. Y., VOR to *Greenfield INT, Mass.; MEA 5,500. *5,500—MCA Greenfield INT, westbound.

From Grafton INT, N. Y.; to Albany, N. Y., VOR westbound only; MEA 3,000.

Section 610.6015 *VOR civil airway 15* is amended to read in part:

From Houston, Tex., VOR; to College Station, Tex., VOR; MEA 2,000.

Section 610.6016 *VOR civil airway 16* is amended to read in part:

From Eudora INT, Miss., via S alter.; to Memphis, Tenn., VOR via S alter.; MEA 1,600.

From Phoenix, Ariz., VOR; to Toltec INT, Ariz.; MEA 5,000.

From Toltec INT, Ariz.; to *Tucson, Ariz., VOR; MEA 7,000. *9,000—MCA Tucson VOR, eastbound.

Section 610.6020 *VOR civil airway 20* is amended by adding:

From Beaumont, Tex., VOR via N alter.; to Lake Charles, La., VOR via N alter.; MEA

1,400.

From Lake Charles, La., VOR via N alter.; to Lafayette, La., VOR via N alter.; MEA 1,500.

From Lake Charles, La., VOR via S alter.; to Lafayette, La., VOR via S alter.; MEA 1,200.

Section 610.6020 VOR civil airway 20 is amended to read in part:

From Palacios, Tex., VOR via N alter.; to Rosenberg INT, Tex., via N alter.; MEA *2,000. *1,400—MOCA.

From Rosenberg INT, Tex., via N alter.; to Houston, Tex., VOR via N alter.; MEA 2,100. From Moorsville INT, N. C.; to Barber INT, N. C.; MEA *3,000. *2,400—MOCA.

From Barber INT, N. C.; to Greensboro, N. C., VOR; MEA 2,400.

From Houston, Tex., VOR via S alter.; to High Island INT, Tex., via S alter.; MEA 1,500.

From High Island INT, Tex., via S alter.; to Sabine INT, Tex., via S alter.; MEA *2,300. *1,400—MOCA.

From Sabine INT, Tex., via S alter.; to Lake Charles, La., VOR via S alter.; MEA 1,300.

From New Orleans, La., VOR via N alter.; to Picayune, Miss., VOR via N alter.; MEA 1,400.

From Picayune, Miss., VOR via N alter.; to Mobile, Ala., VOR via N alter.; MEA 1,400.

From Mobile, Ala., VOR via N alter.; to Citronelle INT, Ala., via N alter.; MEA 1,500. *2,500—MRA.

From Citronelle INT, Ala., via N alter.; to Evergreen, Ala., VOR via N alter.; MEA *2,500. *1,500—MOCA.

Section 610.6023 VOR civil airway 23 is amended to read in part:

From San Diego, Calif., VOR; to Oceanside, Calif., VOR; MEA 2,500.

Section 610.6035 VOR civil airway 35 is amended to read in part:

From Tallahassee, Fla., VOR; to Calvary INT, Fla.; MEA 1,500.

From Calvary INT, Fla.; to Albany, Ga., VOR; MEA 1,700.

From Albany, Ga., VOR; to *Perry INT, Ga.; MEA 1,700. *3,000—MRA.

Section 610.6038 VOR civil airway 38 is amended to read in part:

From Peotone, Ill., VOR; to Wheatfield INT, Ind.; MEA 2,000.

From Wheatfield INT, Ind., to Claypool INT, Ind.; MEA *4,000. *2,000—MOCA.

Section 610.6047 VOR civil airway 47 is amended to delete:

From Englewood INT, Ohio, via W alter.; to Sidney, Ohio, VOR via W alter.; MEA 3,000.

Section 610.6051 VOR civil airway 51 is amended to read in part:

From Crossville, Tenn., VOR; to Highway INT, Ky.; MEA 5,000.

From Highway INT, Ky.; to Campbellsville INT, Ky.; MEA *5,000. *3,000—MOCA.

From Nabb, Ind., VOR; to Hope INT, Ind.; MEA 2,100.

From Hope INT, Ind.; to Shelbyville, Ind., VOR; MEA 2,100.

From Shelbyville, Ind., VOR; to Lebanon INT, Ind.; MEA 2,900.

From Lebanon INT, Ind.; to Lafayette, Ind., VOR; MEA 2,300.

From Lafayette, Ind., VOR; to *Zoro INT, Ind.; MEA 2,000. *2,500—MRA.

From Zoro INT, Ind.; to Chicago Hgts., Ill., VOR; MEA 2,000.

Section 610.6053 VOR civil airway 53 is amended to delete:

From Louisville, Ky., VOR via E alter.; to Nabb, Ind., VOR via E alter.; MEA 2,100.

From Nabb, Ind., VOR via E alter.; to Hartsville INT, Ind., via E alter.; MEA 2,100.

From Hartsville INT, Ind., via E alter.; to Indianapolis, Ind., VOR via E alter.; MEA 2,300.

From Indianapolis, Ind., VOR; to Lafayette, Ind., VOR; MEA 2,300.

From Indianapolis, Ind., VOR via W alter.; to Lafayette, Ind., VOR via W alter.; MEA 2,100.

From Lafayette, Ind., VOR; to Peotone, Ill., VOR; MEA 2,000.

Section 610.6053 VOR civil airway 53 is amended by adding:

From Indianapolis, Ind., VOR; to Linden INT, Ind.; MEA 2,100.

From Linden INT, Ind.; to *Winthrop INT, Ind.; MEA **2,500. *2,500—MRA. **2,000—MOCA.

From Winthrop INT, Ind.; to Kentland INT, Ind.; MEA *2,500. *2,000—MOCA.

From Kentland INT, Ind.; to Peotone, Ill., VOR; MEA 2,000.

Section 610.6054 VOR civil airway 54 is amended to read in part:

From Lonoke INT, Ark., via N alter.; to Hillemann INT, Ark., via N alter.; MEA *2,500 (deletes MRA Hillemann INT). *1,600—MOCA.

Section 610.6060 VOR civil airway 60 is amended to read in part:

From Tucumcari, N. Mex., VOR; to Texico, Tex., VOR; MEA 6,000.

From Texico, Tex., VOR; to Lubbock, Tex., VOR; MEA *5,500. *5,300—MOCA.

Section 610.6062 VOR civil airway 62 is amended to read in part:

From Anton Chico, N. Mex., VOR; to Field INT, N. Mex.; MEA 8,000.

From Field INT, N. Mex.; to Texico, Tex., VOR; MEA 6,000.

From Texico, Tex., VOR; to Lubbock, Tex., VOR; MEA *5,500. *5,300—MOCA.

Section 610.6066 VOR civil airway 66 is amended to read in part:

From Culberson, Tex., VOR; to *Pyote INT, Tex.; MEA *8,000. *5,000—MRA. **6,300—MOCA.

From Pyote INT, Tex.; to Midland, Tex., VOR; MEA *5,000. *4,400—MOCA.

From Gila Bend, Ariz., VOR via N alter.; to Casa Grande, Ariz., VOR via N alter.; MEA 5,000.

From Casa Grande, Ariz., via N alter.; to Toltec INT, Ariz., via N alter.; MEA 5,000.

From Toltec INT, Ariz., via N alter.; to Tucson, Ariz., VOR via N alter.; MEA 7,000.

Section 610.6068 VOR civil airway 68 is amended to read in part:

From *Sterling INT, Tex.; to San Angelo, Tex., VOR; MEA 3,600. *4,500—MRA.

From Midland, Tex., VOR via S alter.; to *King INT, Tex., via S alter.; MEA 4,400. *4,700—MRA.

Section 610.6069 VOR civil airway 69 is amended to read in part:

From Biscoe INT, Ark.; to Hillemann INT, Ark.; MEA *3,000 (deletes MRA Hillemann INT). *1,400—MOCA.

Section 610.6070 VOR civil airway 70 is amended to delete:

From Baton Rouge, La., VOR; to *Hammond INT, La.; MEA 2,000. *2,000—MRA.

Section 610.6070 VOR civil airway 70 is amended by adding:

From Baton Rouge, La., VOR; to Hammond INT, La.; MEA 2,000.

From Hammond INT, La.; to Picayune, Miss., VOR; MEA 1,400.

From Picayune, Miss., VOR; to *Citronelle INT, Ala.; MEA **3,500. *2,500—MRA. **1,600—MOCA.

From Citronelle INT, Ala.; to Evergreen, Ala., VOR; MEA *2,500. *1,500—MOCA.

Section 610.6070 VOR civil airway 70 is amended to read in part:

From Galveston, Tex., VOR; to High Island INT, Tex.; MEA 1,400.

From High Island INT; to Sabine INT, Tex.; MEA *2,300. *1,400—MOCA.

From Sabine INT, Tex.; to Lake Charles, La., VOR; MEA 1,300.

Section 610.6072 VOR civil airway 72 is amended to read in part:

From State Line INT, Ind.; to *Winthrop INT, Ind.; MEA 2,000. *2,500—MRA.

From Winthrop INT, Ind.; to Lafayette, Ind., VOR; MEA 2,000.

Section 610.6076 VOR civil airway 76 is amended to read in part:

From Vannatta INT, Tex., via N alter.; to *Rowena INT, Tex., via N alter.; MEA **6,000. *6,000—MRA. **3,900—MOCA.

Section 610.6077 VOR civil airway 77 is amended to read in part:

From San Angelo, Tex., VOR; to *Rowena INT, Tex.; MEA 3,400. *6,000—MRA.

From Rowena INT, Tex.; to Abilene, Tex., VOR; MEA 3,400.

From *Wichita, Kans., VOR; to Florence INT, Kans.; MEA 3,000. *3,000—MCA.

From Florence INT, Kans.; to Wilsey INT, Kans.; MEA *4,500. *3,000—MOCA.

From Wilsey INT, Kans.; to *Admire INT, Kans.; MEA **4,500. *4,500—MRA. **3,000—MOCA.

From Admire INT, Kans.; to Topeka, Kans., VOR; MEA 3,000.

Section 610.6079 VOR civil airway 79 is amended to read in part:

From Fort Stockton, Tex., VOR; to *Pyote INT, Tex.; MEA 4,000. *5,000—MRA.

From Pyote INT, Tex.; to Wink, Tex., VOR; MEA 4,000.

Section 610.6083 VOR civil airway 83 is amended by adding:

From Sante Fe, N. Mex., VOR; to *Alamosa, Colo., VOR; MEA 12,000. *15,000—MCA.

From Alamosa, Colo., VOR; to *Pueblo, Colo., VOR; MEA 16,500. *12,000—MCA.

From Pueblo, Colo., VOR; to *Pueblo, Colo., VOR, westbound.

Section 610.6088 VOR civil airway 88 is amended to read in part:

From Vinita INT, Okla.; to *Waco INT, Mo.; MEA **6,500. *6,500—MRA. **2,300—MOCA.

From Vinita INT, Okla.; to Waco INT, Mo.; MEA #3,500. # Utilizing Joplin LOM.

Section 610.6089 VOR civil airway 89 is amended to read in part:

From Denver, Colo., VOR; to *Nunn INT, Colo.; MEA 7,500. *12,500—MRA.

From Nunn INT, Colo.; to Cheyenne, Wyo., VOR; MEA 7,500.

From Denver, Colo., VOR via E alter.; to *Hudson INT, Colo., via E alter.; MEA 7,500. *9,000—MRA.

From Hudson INT, Colo., via E alter.; to *Gill INT, Colo., via E alter.; MEA 7,500. *13,000—MRA.

Section 610.6094 VOR civil airway 94 is amended by adding:

From Casa Grande, Ariz., VOR; to *Toltec INT, Ariz.; MEA 5,000. *5,500—MCA.

From Toltec INT, Ariz.; to *Toltec INT, eastbound.

From Toltec INT, Ariz.; to San Simon, Ariz., VOR; MEA 10,000.

Section 610.6097 VOR civil airway 97 is amended to read in part:

From Tallahassee, Fla., VOR; to Calvary INT, Fla.; MEA 1,500.

From Calvary INT, Fla.; to Albany, Ga., VOR; MEA 1,700.

From Albany, Ga., VOR; to *Junction City INT, Ga.; MEA **3,500. *3,000—MRA. **1,700—MOCA.

From Cincinnati, Ohio, VOR; to Shelbyville, Ind., VOR; MEA 2,300.

From Cincinnati, Ohio, VOR via E alter.; to Shelbyville, Ind., VOR, via E alter.; MEA 2,200.

From Cincinnati, Ohio, VOR via W alter.; to Hope INT, Ind., via W alter.; MEA *2,700. *2,200—MOCA.

From Hope INT, Ind., via W alter.; to Shelbyville, Ind., VOR via W alter.; MEA 2,100.

From Shelbyville, Ind., VOR; to Lebanon INT, Ind.; MEA 2,900.

From Lebanon INT, Ind.; to Lafayette, Ind., VOR; MEA 2,300.

From Shelbyville, Ind., VOR via W alter.; to Indianapolis, Ind., VOR via W alter.; MEA 2,900.

From Indianapolis, Ind., VOR via W alter.; to Lebanon INT, Ind., via W alter.; MEA 2,300.

From Lafayette, Ind., VOR; to *Zoro INT, Ind.; MEA 2,000. *2,500—MRA.

From Zoro INT, Ind.; to Chicago Hgts., Ill., VOR; MEA 2,000.

From *Richmond INT, Ky.; to Lexington, Ky., VOR; northbound; MEA 2,300; southbound; MEA 3,000. *3,000—MRA.

From Lexington, Ky., VOR; to *Georgetown INT, Ky.; MEA 2,600. *3,000—MRA.

From Georgetown INT, Ky.; to Dry Ridge INT, Ky.; MEA 2,600.

Section 610.6102 VOR civil airway 102 is amended to read in part:

From Guthrie, Tex., VOR; to Santa Rosa INT, Tex.; MEA *5,000. *3,000—MOCA.

From Santa Rosa INT, Tex.; to Wichita Falls, Tex., VOR; MEA 2,300.

Section 610.6103 VOR civil airway 103 is amended to read in part:

From Roanoke, Va., TVOR; to *Daleville INT, Va.; MEA 6,000. *6,000—MRA.

From Daleville INT, Va.; to Covington INT, Va.; MEA 6,000.

Section 610.6107 VOR civil airway 107 is amended to read in part:

From *Maricopa INT, Calif.; to McKettrick INT, Calif.; northwestbound, MEA 6,000; southeastbound, MEA 9,500. *9,500—MCA Maricopa INT, southeastbound.

Section 610.6114 VOR civil airway 114 is amended to read in part:

From Kemp INT, Tex.; to Mount Sylvan INT, Tex.; MEA *4,000. *1,800—MOCA.

From Mount Sylvan INT, Tex.; to Gregg County, Tex., VOR; 2,100.

Section 610.6120 VOR civil airway 120 is amended to read in part:

From Augusta INT, Mont.; to Great Falls, Mont., VOR; westbound, MEA 10,000; eastbound, MEA 7,000.

From *Great Falls, Mont., VOR; to Lewis town, Mont., VOR; MEA 9,000. *6,800—MCA Great Falls VOR, eastbound.

From Lewistown, Mont., VOR; to Sumatra INT, Mont.; MEA 8,000.

From Sumatra INT, Mont.; to Miles City, Mont., VOR; eastbound, MEA 6,000; westbound, MEA 7,000.

Section 610.6128 VOR civil airway 128 is amended to delete:

From Peotone, Ill., VOR; to Lafayette, Ind., VOR; MEA 2,000.

From Lafayette, Ind., VOR; to Horton INT, Ind.; MEA 2,300.

From Horton INT, Ind.; to *Maxwell INT, Ind.; MEA **4,000. *4,000—MRA. **2,300—MOCA.

From Maxwell INT, Ind.; to *Charlottesville INT, Ind.; MEA **4,000. *5,000—MRA. **2,300—MOCA.

From Charlottesville INT, Ind.; to Rushville INT, Ind.; MEA *4,000. *2,300—MOCA.

From Rushville INT, Ind.; to Cincinnati, Ohio, VOR; MEA 2,300.

Section 610.6128 VOR civil airway 128 is amended by adding:

From Petotone, Ill., VOR; to Kentland INT, Ind.; MEA 2,000.

From Kentland INT, Ind.; to *Winthrop INT, Ind.; MEA **2,500. *2,500—MRA. **2,000—MOCA.

From Winthrop INT, Ind.; to Linden INT, Ind.; MEA *2,500. *2,000—MOCA.

From Linden INT, Ind.; to Indianapolis, Ind., VOR; MEA 2,100.

From Indianapolis, Ind., VOR; to Whiteland INT, Ind.; MEA 2,300.

From Whiteland INT, Ind.; to Hope INT, Ind.; MEA 2,100.

From Hope INT, Ind.; to Cincinnati, Ohio, VOR; MEA *2,700. *2,300—MOCA.

Section 610.6132 VOR civil airway 132 is amended to read in part:

From Florence INT, Kans.; to *Cassoday INT, Kans.; MEA 4,000. *4,000—MRA.

From Cassoday INT, Kans.; to Chanute, Kans., VOR; MEA *4,000. *3,000—MOCA.

Section 610.6137 VOR civil airway 137 is amended to delete:

From Maricopa INT, Calif.; to McKettrick INT, Calif.; northwestbound, MEA 6,000; southeastbound, MEA 11,000.

From McKettrick INT, Calif.; to Coalinga, Calif., VOR; MEA 6,000.

Section 610.6140 VOR civil airway 140 is amended to read in part:

From Nashville, Tenn., VOR; to Hartsville INT, Tenn.; MEA *3,400. *2,000—MOCA.

From Hartsville INT, Tenn.; to Corbin, Ky., VAR; MEA *5,000. *3,400—MOCA.

From Dyersburg, Tenn., VOR; to McEwen INT, Tenn.; MEA *3,500. *1,800—MOCA.

From McEwen INT, Tenn.; to Nashville, Tenn., VOR; MEA 3,000.

Section 610.6143 VOR civil airway 143 is amended to read in part:

From Mooresville INT., N. C., via W alter.; to Barber INT, N. C., via W alter.; MEA *3,000. *2,400—MOCA.

From Barber INT, N. C., via W alter.; to Greensboro, N. C., VOR via W alter.; MEA 2,400.

Section 610.6144 VOR civil airway 144 is amended to read in part:

From Peotone, Ill., VOR; to Wheatfield INT, Ind.; MEA 2,000.

From Wheatfield INT, Ind.; to Claypool INT, Ind.; MEA *4,000. *2,200—MOCA.

Section 610.6154 VOR civil airway 154 is amended to read in part:

From *Lotts INT, Ga.; to Savannah, Ga., VOR; MEA 1,400. *2,000—MRA.

Section 610.6159 VOR civil airway 159 is amended to read in part:

From *Quitman INT, Ga., via W alter.; to Albany, Ga., VOR via W alter.; MEA **3,000. *3,000—MRA. **1,700—MOCA.

Section 610.6163 VOR civil airway 163 is amended to read in part:

From San Antonio, Tex., VOR via W alter.; to Guadalupe INT, Tex., via W alter.; MEA 2,500.

From Guadalupe INT, Tex., via W alter.; to *Fredericksburg INT, Tex., via W alter.; MEA 3,000. *4,000—MRA.

Section 610.6172 VOR civil airway 172 is amended by adding:

From Denver, Colo., VOR; to Wiggins INT, Colo.; MEA 6,600.

From Wiggins INT, Colo.; to Holyoke INT, Colo.; MEA *9,500. *7,000—MOCA.

From Holyoke INT, Colo.; to North Platte, Nebr., VOR; MEA *7,000. *6,000—MOCA.

Section 610.6177 VOR civil airway 177 is amended by adding:

From Wheatfield INT, Ind.; to Chicago Heights, Ill., VOR; MEA 2,000.

Section 610.6188 VOR civil airway 188 is amended to read in part:

From Pelee INT, Ontario, Canada; to *Gill INT, Mich.; MEA **3,500. *3,000—MRA. **2,500—MOCA. #For that airspace over U.S. territory.

From Gill INT, Mich.; to North Perry INT, Ohio; MEA 3,000.

Section 610.6193 VOR civil airway 193 is amended by adding:

From Pellston, Mich., LF/RBN; to Sault Ste. Marie, Mich., VOR; MEA 2,200.

Section 610.6198 VOR civil airway 198 is amended to read in part:

From Hudspeth, Tex., VOR; to Fort Stockton, Tex., VOR; MEA *9,700. *8,400—MOCA.

Section 610.6207 VOR civil airway 207 is amended to read in part:

From *Hudson INT, Colo.; to **Gill INT, Colo.; MEA 7,500. *9,000—MRA. **13,000—MRA.

Section 610.6208 VOR civil airway 208 is amended to read in part:

From *Los Angeles, Calif., VOR; to Avalon INT, Calif.; MEA 4,000. *2,000—MCA Los Angeles VOR, southbound.

From Avalon INT, Calif.; to *Oceanside, Calif., VOR; MEA 3,000. *5,000—MCA Oceanside VOR, eastbound.

Section 610.6210 VOR civil airway 210 is amended to read in part:

From Sidney, Ohio, VOR; to *Richwood INT, Ohio; MEA **4,000. *4,000—MRA. **2,400—MOCA.

From Richwood INT, Ohio; to Tiverton, Ohio, VOR; MEA *4,000. *2,400—MOCA.

Section 610.6211 VOR civil airway 211 is amended to read in part:

From *Ozama INT, Tex.; to Rocksprings, Tex., VOR; MEA 4,000. *8,000—MRA.

Section 610.6214 VOR civil airway 214 is amended by adding:

From Shelbyville, Ind., VOR; to Camden INT, Ohio; MEA *2,500. *2,300—MOCA.

Section 610.6222 VOR civil airway 222 is amended to read in part:

From *Ozma INT, Tex.; to Junction, Tex., VOR; MEA **4,700. *8,000—MRA. **3,900—MOCA.

From Junction, Tex., VOR to *Fredericksburg INT, Tex.; MEA **4,000. *4,000—MRA. **3,400—MOCA.

From Fredericksburg INT, Tex.; to Guadalupe INT, Tex.; MEA 3,000.

From Guadalupe INT, Tex.; to San Antonio, Tex.; MEA 2,500.

Section 610.6227 VOR civil airway 227 is amended by adding:

From Indianapolis, Ind., VOR; to Lafayette, Ind., VOR; MEA 2,100.
From Lafayette, Ind., VOR; to Peotone, Ill., VOR; MEA 2,000.

Section 610.6237 *VOR civil airway 237* is amended to read in part:

From Needles, Calif., VOR; to Union Pass INT, Ariz.; MEA 9,000 (deletes MRA Union Pass INT).

Section 610.6240 *VOR civil airway 240* is amended to read:

From New Orleans, La., VOR; to *Breton INT, Miss.; MEA **2,000. *5,000—MRA. **1,800—MOCA.

From Breton INT, Miss.; to Dog INT, La.; MEA *5,000. *1,100—MOCA.

From Dog INT, La.; to Mobile, Ala., VOR; MEA *1,500. *1,400—MOCA.

Section 610.6243 *VOR civil airway 243* is amended to read in part:

From Smithville INT, Tenn.; to Bowling Green, Ky., VOR; MEA *4,000. *3,500—MOCA.

Section 610.6249 *VOR civil airway 249* is amended to read in part:

From Rockdale, N. Y., VOR; to Utica, N. Y., LF/RBN; MEA 4,000.

Section 610.6267 *VOR civil airway 267* is amended to read in part:

From Orlando, Fla., VOR; to Barberville INT, Fla.; MEA *3,000. *2,000—MOCA.

From Barberville INT, Fla.; to Roy INT, Fla.; MEA *3,000. *1,300—MOCA.

Section 610.6279 *VOR civil airways 279* is amended to read in part:

From Columbus, Ohio, LFR; to *Richwood INT, Ohio; MEA 2,500. *4,000—MRA.

From Richwood INT, Ohio; to Findlay, Ohio, VOR; MEA 2,500.

Section 610.6280 *VOR civil airway 280* is added to read:

From Roswell, N. Mex., VOR; to *Kenna INT, N. Mex.; MEA **8,000. *9,000—MRA. **5,500—MOCA.

From Kenna INT, N. Mex.; to Texico, N. Mex., VOR; MEA *8,000. *5,500—MOCA.

From Texico, N. Mex., VOR; to *Vega INT, Tex.; MEA **6,500. *6,500—MRA. **5,300—MOCA.

From Vega INT, Tex.; to Amarillo, Tex., VOR; MEA 5,500.

From Gage, Okla., VOR; to Aetna INT, Okla.; MEA 3,500.

From Aetna INT, Okla.; to Salt INT, Kans.; MEA *6,300. *3,500—MOCA.

From Salt INT, Kans.; to Hutchinson, Kans., VOR; MEA *6,300. *2,800—MOCA.

From Hutchinson, Kans., VOR; to Wilsey INT, Kans.; MEA *4,500. *3,300—MOCA.

From Wilsey INT, Kans.; to *Admire INT, Kans.; MEA **4,500. *4,500—MRA. **3,000—MOCA.

From Admire INT, Kans.; to Topeka, Kans., VOR; MEA 3,000.

From Topeka, Kans., VOR; to Kansas City, Kans., VOR; MEA 2,400.

Section 610.6284 *VOR civil airway 284* is amended to read in part:

From Fort Stockton, Tex.; to San Angelo, Tex.; MEA *6,800. *4,000—MOCA.

Section 610.6286 *VOR civil airway 286* is added to read:

From Front Royal, Va., VOR; to Remington INT, Va.; MEA 4,000.

From Remington INT, Va.; to Brooke, Va., VOR; MEA 1,500.

From Brooke, Va., VOR; to Cape Charles, Va., VOR; MEA 1,500.

Section 610.6288 *VOR civil airway 288* is added to read:

From Lucin, Utah, VOR; to Fort Bridger, Wyo., VOR; MEA 12,000.

Section 610.6289 *VOR civil airway 289* is added to read:

From Beaumont, Tex., VOR; to Lufkin, Tex., VOR via E alter.; MEA *1,600. *1,400—MOCA.

Section 610.6291 *VOR civil airway 291* is added to read:

From Prescott, Ariz., VOR; to Drake, Ariz., VOR; MEA 8,000.

From Drake, Ariz., VOR; to Valle, Ariz., VOR; MEA 10,500.

Section 610.6401 *Hawaii VOR civil airway* is amended to read:

From Hilo, T. H., VOR; to Hibiscus INT, T. H.; MEA 3,000.

Section 610.6402 *Hawaii VOR civil airway* is amended to read:

From Lihue, T. H. VOR; to Seaweed INT, T. H.; southeastbound; MEA 3,000; northwestbound, MEA 4,000.

From Seaweed INT, T. H.; to Coconut INT, T. H.; MEA 5,000.

From *Coconut INT, T. H.; to Honolulu, T. H., VOR; MEA 3,500. *5,000—MCA Coconut INT, northwestbound.

From Lihue, T. H., VOR via S alter.; to Hula Girl INT, T. H., via S alter.; MEA 4,000.

From Hula Girl INT, T. H., via S alter.; to *Makal INT, T. H., via S alter.; northeastbound, MEA 2,000; southwestbound, MEA 4,000. *5,000—MRA.

From Makal INT, T. H., via S alter.; to Honolulu, T. H., VOR via S alter.; northeastbound, MEA 2,000; southwestbound, MEA 4,000.

From Honolulu, T. H., VOR; to Lanai, T. H., VOR; MEA 5,000.

From Honolulu, T. H., VOR via S alter.; to Pansy INT, T. H., via S alter.; westbound, MEA 4,000; eastbound, MEA 3,000.

From *Pansy INT, T. H., via S alter.; to Lanai, T. H., VOR via S alter.; MEA 5,000. *5,000—MCA Pansy INT, eastbound.

From Lanai, T. H., VOR; to Upolu Point, T. H., VOR; MEA 5,000.

From Upolu Point, T. H., VOR; to Paradise INT, T. H.; MEA 5,000.

From Paradise INT, T. H.; to Hilo, T. H., VOR; MEA 4,000.

From Hilo, T. H., VOR; to 33 miles E from Hilo VOR; MEA 3,000.

Section 610.6403 *Hawaii VOR civil airway 3* is amended to read:

From 36 miles S from Hilo VOR; to Hilo, T. H., VOR; MEA 4,000.

From Hilo, T. H., VOR; to Grass Shack INT, T. H.; 3,000.

Section 610.6404 *Hawaii VOR civil airway 4* is amended to read:

From South Port Allen INT, T. H.; to Hula Girl INT, T. H.; MEA 7,000.

From Hula Girl INT, T. H.; to *Makal INT, T. H.; northeastbound, MEA 2,000; southwestbound, MEA 4,000. *5,000—MRA.

From Makal INT, T. H.; to Honolulu, T. H., VOR; northeastbound, MEA 2,000; southwestbound, MEA 4,000.

From *Honolulu, T. H., VOR; to Banana INT, T. H.; MEA 6,000. *5,000—MCA Honolulu VOR, northeastbound.

From Banana INT, T. H.; to North Lanai INT, T. H.; MEA 9,000.

From North Lanai INT, T. H.; to *North Maui INT, T. H.; northeastbound, MEA 20,000; southwestbound, MEA 9,000. *20,000—MRA.

From Swordfish INT, T. H., via N alter.; to Orchid INT, T. H., via N alter.; MEA 7,000.

From Orchid INT, T. H., via N alter.; to Coconut INT, T. H., via N alter.; MEA 4,000.
From Coconut INT, T. H., via N alter.; to Honolulu, T. H., VOR via N alter.; MEA 3,500.

Section 610.6405 *Hawaii VOR civil airway 5* is amended to read:

From Mango INT, T. H.; to *Kahului, T. H., VOR; MEA 6,000. *6,000—MCA Kahului VOR, southbound.

Section 610.6406 *Hawaii VOR civil airway 6* is amended to read:

From Bluefin INT, T. H.; to Kahului, T. H., VOR; MEA 5,000.

From Kahului, T. H., VOR; to Sweet Pea INT, T. H.; MEA 5,000.

From Sweet Pea INT, T. H.; to Marlin INT, T. H.; MEA 6,000.

From Marlin INT, T. H.; to Paradise INT, T. H.; southeastbound; MEA 4,000; northwestbound, MEA 6,000.

From Paradise INT, T. H.; to Hilo, T. H., VOR; MEA 4,000.

Section 610.6407 *Hawaii VOR civil airway 7* is amended to read:

From Lanai, T. H., VOR; to Molokai, T. H., VOR; southeastbound, MEA 5,000; northwestbound, MEA 4,000.

Section 610.6408 *Hawaii VOR civil airway 8* is amended to read:

From Southgate INT, T. H.; to *Molokai, T. H., VOR; MEA 2,500. *3,000—MCA Molokai VOR, eastbound.

From Molokai, T. H., VOR; to Tuna INT, T. H.; MEA 5,000.

Section 610.6409 *Hawaii VOR civil airway 9* is amended to read:

From South Honolulu INT, T. H.; to Coral INT, T. H.; southbound, MEA 6,000; northbound, MEA 3,000.

From Coral INT, T. H.; to Southgate INT, T. H.; MEA 3,000.

From Southgate INT, T. H.; to Honolulu, T. H., VOR; Northbound, MEA 4,000; southbound, MEA 3,000.

Section 610.6410 *Hawaii VOR civil airway 1* is amended to read:

From Upolu Point, T. H., VOR; to Paradise INT, T. H.; MEA 5,000.

From Paradise INT, T. H.; to Hibiscus INT, T. H.; MEA 3,000.

Section 610.6411 *Hawaii VOR civil airway 1* is amended to read:

From Upolu Point, T. H., VOR; to Sweet Pea INT, T. H., MEA 5,000.

Section 610.6618 *VOR civil airway 1518* is amended to delete:

From Needles, Calif., VOR; to Prescott, Ariz., VOR; MEA 10,000.

From Prescott, Ariz., VOR; to Winslow, Ariz., VOR; MEA 10,000.

Section 610.6618 *VOR civil airway 1518* is amended by adding:

From Needles, Calif., VOR; to Drake, Ariz., VOR; MEA 10,000.

From Drake, Ariz., VOR; to Winslow, Ariz., VOR; MEA 10,000.

Section 610.6618 *VOR civil airway 1518* is amended to read in part:

From Dyersburg, Tenn., VOR; to McEwen INT, Tenn.; MEA *3,500. *1,800—MOCA.

From McEwen INT, Tenn.; to Nashville, Tenn., VOR; MEA 3,000.

From Nashville, Tenn., VOR; to Hartsville INT, Tenn.; MEA *3,400. *2,000—MOCA.

From Hartsville INT, Tenn.; to Corbin, Ky., VAR; MEA *5,000. *3,400—MOCA.

From Tucumcari, N. Mex., VOR; to *Vega INT, Tex.; MEA 5,500. *6,500—MRA.

From Vega INT, Tex.; to Amarillo, Tex., VOR; MEA 5,500.

Section 610.6620 VOR civil airway 1522 is amended to read in part:

From Pulaski, Va., VOR; to *Daleville INT, Va.; MEA 6,000. *6,000—MRA.

From Daleville INT, Va.; to Montebello, Va., VOR; MEA 6,000.

Section 610.6622 VOR civil airway 1522 is amended to read in part:

From Mooresville INT, N. C.; to Barber INT, N. C.; MEA *3,000. *2,400—MOCA.

From Barber INT, N. C.; to Greensboro, N. C., VOR; MEA 2,400.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 601, 52 Stat. 1007, as amended; 49 U. S. C. 551)

These rules shall become effective December 19, 1957.

[SEAL] WILLIAM B. DAVIS,
Acting Administrator
of Civil Aeronautics.

NOVEMBER 19, 1957.

[F. R. Doc. 57-9745; Filed, Nov. 26, 1957; 8:45 a. m.]

TITLE 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket 6648]

PART 13—DIGEST OF CEASE AND DESIST ORDERS

NATIONAL CLEARANCE BUREAU ET AL.

Subpart—Acquiring confidential information unfairly: § 13.1 Acquiring confidential information unfairly. Subpart—Advertising falsely or misleadingly: § 13.15 Business status, advantages, or connections; Nature; § 13.85 Government approval, action, connection or standards. Subpart—Using misleading name—Vendor: § 13.2380 Government connection.

(Sec. 6, 38 Stat. 721; 15 U. S. C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U. S. C. 45) [Cease and desist order, National Clearance Bureau et al., East Orange, N. J., Docket 6648, Oct. 31, 1957]

In the Matter of National Clearance Bureau, a Corporation, and Abraham Montag, Melvin Montag, and Edwin G. Axel, Individually and as Officers of Said Corporation, and Edwin G. Axel, Individually and Trading and Doing Business as Credit Information Bureau

This proceeding was heard by a hearing examiner on the complaint of the Commission charging a company in East Orange, N. J., with selling—mainly to credit bureaus maintained by business and professional organizations, collection agencies, and finance companies—and using in its own collection business, printed "skip tracing" forms, cards, and envelopes designed to obtain information concerning alleged delinquent debtors by subterfuge through falsely representing connection with the United States Government through use of such headings as "Treasurer's Office Disbursement Notice," etc., and a printed picture of an eagle or the Treasury Department build-

ing or a like structure, and representing further that a check for a sum of money would be forwarded to the person addressed upon receipt of the completed questionnaire.

Following hearings, etc., the hearing examiner filed his initial decision and order to cease and desist from which respondents appealed. The Commission denied the appeal and on October 31 adopted, as modified, the initial decision.

The order to cease and desist, as modified, is as follows:

It is ordered, That respondents, National Clearance Bureau, a corporation and its officers and Melvin Montag and Edwin G. Axel, individually and as officers of said corporation, and Edwin G. Axel, individually and trading and doing business as Credit Information Bureau, or under any other name, their representatives, agents and employees, directly or through any corporate or other device in connection with the business of obtaining information concerning delinquent debtors, or the offering for sale, sale, or distribution of forms or other material for use in obtaining information concerning delinquent debtors, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Using, or placing in the hands of others for use, any forms, letters, questionnaires or other material, printed or written, which does not clearly and expressly state that the information requested is to be used for credit or collection purposes;

2. Representing, or placing in the hands of others, by sale or otherwise, any means of representing, directly or by implication, that money is being held for, or is due, persons concerning whom information is sought, or is collectible by such persons, unless money is in fact due and collectible by such persons and the amount of money is actually stated;

3. Using the words "Treasurer's Office," "Disbursement Office," or the picturization of an eagle or of a structure so designed as to suggest that it is a government building, or any other word, phrase, or picturization of similar import on forms or otherwise, to designate, describe, or refer to respondents' business; or otherwise representing, directly or by implication, that requests for information concerning delinquent debtors are from the United States Government or any agency or branch thereof, or that their business or forms are in any way connected with the United States Government;

4. Using the name, "Disbursement Notice", or "Disbursement Certificate", or any other name of similar import to designate, describe, or refer to respondents' business or forms, or otherwise representing, directly or by implication, that money has been deposited with them for persons from whom the information is requested, unless or until the money has in fact been so deposited, and then only when the amount so deposited is clearly and expressly stated.

It is further ordered, That the complaint be, and the same hereby is, dismissed as to respondent Abraham Montag, individually.

By "Final Order", report of compliance was required as follows:

It is further ordered, That respondents National Clearance Bureau, a corporation, Melvin Montag, and Edwin G. Axel, within sixty (60) days after service of this order upon them, file with the Commission a report, in writing, setting forth in detail the manner and form in which they have complied with the order contained in the initial decision as hereinabove modified.

Issued: October 31, 1957.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F. R. Doc. 57-9811; Filed, Nov. 26, 1957; 8:52 a. m.]

[Docket 6825]

PART 13—DIGEST OF CEASE AND DESIST ORDERS

OWENS, INC.

Subpart—Advertising falsely or misleadingly: § 13.30 Composition of goods: Fur Products Labeling Act. Subpart—Invoicing products falsely: § 13.1108 Invoicing products falsely: Fur Products Labeling Act. Subpart—Misbranding or mislabeling: § 13.1212 Formal regulatory and statutory requirements: Fur Products Labeling Act. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1845 Composition: Fur Products Labeling Act; § 13.1865 Manufacture or preparation: Fur Products Labeling Act. Subpart—Using misleading name—Goods: § 13.2280 Composition: Fur Products Labeling Act.

(Sec. 6, 38 Stat. 721; 15 U. S. C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; Sec. 8, 65 Stat. 179; 15 U. S. C. 45, 69f) [Cease and desist order, Owens, Inc., Rockford, Ill., Docket 6825, Nov. 5, 1957]

This proceeding was heard by a hearing examiner on the complaint of the Commission charging a furrier in Rockford, Ill., with violating the Fur Products Labeling Act by failing to label and invoice certain fur products as required; and by advertising in newspapers which failed to disclose the name of the animal producing certain furs or that the fur in certain products was artificially colored or of inferior quality, or which named other animals than those producing the fur in certain products.

Following approval of an agreement for a consent order, the hearing examiner made his initial decision and order to cease and desist which became on November 5 the decision of the Commission.

The order to cease and desist is as follows:

It is ordered, That the respondent Owens, Inc., a corporation, and its officers, and respondent's representatives, agents, and employees, directly or through any corporate or other device, in connection with the introduction into commerce or the sale, advertising, offering for sale, transportation or distribution of fur products in commerce, or in

connection with the sale, advertising, offering for sale, transportation or distribution of fur products which have been made in whole or in part of fur which has been shipped and received in commerce, as "commerce," "fur," and "fur products" are defined in the Fur Products Labeling Act, do forthwith cease and desist from:

1. Misbranding fur products by:

(a) Failing to affix labels to fur products showing:

(1) The name or names of the animal or animals producing the fur or furs contained in the fur product, as set forth in the Fur Products Name Guide and as prescribed under the rules and regulations;

(2) That the fur product contains or is composed of used fur, when such is the fact;

(3) That the fur product contains or is composed of bleached, dyed, or artificially colored fur, when such is the fact;

(4) That the fur product is composed in whole or in substantial part of paws, tails, bellies, or waste fur, when such is the fact;

(5) The name, or other identification issued and registered by the Commission, of one or more persons who manufactured such fur product for introduction into commerce, sold it in commerce, advertised or offered it for sale in commerce, or transported or distributed it in commerce;

(6) The name of the country of origin of any imported furs used in the fur product.

(b) Setting forth on labels attached to fur products information required under section 4 (2) of the Fur Products Labeling Act and the rules and regulations promulgated thereunder which is intermingled with nonrequired information.

(c) Failing to set forth on one side of the labels attached to fur products, all of the information required under section 4 (2) of the Fur Products Labeling Act and the rules and regulations promulgated thereunder.

2. Falsely or deceptively invoicing fur products by:

(a) Failing to furnish invoices to purchasers of fur products showing:

(1) The name or names of the animal or animals producing the fur or furs contained in the fur product as set forth in the Fur Products Name Guide and as prescribed under the rules and regulations;

(2) That the fur product contains or is composed of used fur, when such is the fact;

(3) That the fur product contains or is composed of bleached, dyed, or otherwise artificially colored fur, when such is the fact;

(4) That the fur product is composed in whole or in substantial part of paws, tails, bellies, or waste fur, when such is the fact;

(5) The name and address of the person issuing such invoices;

(6) The name of the country of origin of any imported furs contained in the fur product.

3. Falsely or deceptively advertising fur products through the use of any advertisement, representation, public announcement, or notice which is intended to aid, promote, or assist, directly or indirectly, in the sale or offering for sale of fur products, and which:

(a) Fails to disclose:

(1) The name or names of the animal or animals which produced the fur or furs contained in the fur products, as set forth in the Fur Products Name Guide and as prescribed under the said rules and regulations;

(2) That the fur products contain or are composed of bleached, dyed, or otherwise artificially colored fur, when such is the fact;

(3) That the fur products are composed in whole or substantial part of paws, tails, bellies, or waste fur when such is the fact.

(b) Contains the name or names of any animal or animals other than the name or names provided for in Paragraph 3 (a) (1) above.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That the respondent herein shall within sixty (60) days after service upon it of this order, file with the Commission a report in writing setting forth in detail the manner and form in which it has complied with the order to cease and desist.

Issued: November 5, 1957.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F. R. Doc. 57-9812; Filed, Nov. 26, 1957;
8:52 a. m.]

[Docket 6810]

PART 13—DIGEST OF CEASE AND DESIST ORDERS

AMERICAN PHOTOGRAPHIC SOCIETY ET AL.

Subpart—Advertising falsely or misleadingly: § 13.15 Business status, advantages, or connections; Nature; § 13.75 Free goods or services; § 13.105 Individual's special selection or situation; § 13.205 Scientific or other relevant facts; § 13.285 Value. Subpart—Using misleading name—Vendor: § 13.2410 Individual or private business being educational, religious or research institution or organization; § 13.2425 Nature, in general.

(Sec. 6, 38 Stat. 721; 15 U. S. C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U. S. C. 45) [Cease and desist order, American Photographic Society et al., Pasadena, Calif., Oct. 31, 1957]

In the Matter of American Photographic Society, a Corporation, Advertising-Research Institute, a Corporation, Donald D. Moore, and Alice S. Moore, Individually and as Officers of Said Corporations, and John B. Isgrig, Individually and as Officer of Advertising-Research Institute

This proceeding was heard by a hearing examiner on the complaint of the Commission charging a company in Pasadena, Calif., engaged in selling

photograph albums together with certificates for photographs to be taken at independent affiliated studios, through salesmen calling upon mothers of newborn children whose names they obtained from newspapers, hospitals, etc., with representing falsely that the persons solicited were specially selected and would receive free two albums, the larger of which alone was worth more than the total price paid; and that they had studios all over the country to take the pictures; and with representing falsely that it was a society or foundation or an institute engaged in research, through use of its corporate name and the word "Foundation" in connection therewith, and of the corporate name "Advertising-Research Institute."

Following approval of an agreement between the parties containing a consent order, the hearing examiner made his initial decision and order to cease and desist which became on October 31 the decision of the Commission.

The order to cease and desist is as follows:

It is ordered, That respondents American Photographic Society, a corporation, and Advertising-Research Institute, a corporation, and their officers; Donald D. Moore and Alice S. Moore, individually and as officers of said corporations, and John B. Isgrig, individually and as an officer of respondent Advertising-Research Institute, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of photograph albums or certificates for photographs, in commerce, as "commerce" is defined by the Federal Trade Commission Act, do forthwith cease and desist from:

1. Representing, directly or by implication:

(a) That the persons to whom they sell their albums have been especially selected;

(b) That their albums are given free or without cost;

(c) That their albums are worth or are of a value in excess of the price at which said albums are usually and customarily sold at retail.

2. Misrepresenting the availability and location of photographers who will honor certificates issued by respondents or that photographers who will honor such certificates will be available in any city or locality.

3. Using the corporate name "American Photographic Society" or any other name of similar import or the word "Foundation" to designate, describe or refer to respondents' business or otherwise representing that their business is a society of photographers.

4. Using the corporate name "Advertising-Research Institute" or any other name of similar import to designate or refer to respondents' business or otherwise representing that their business is an institute or is engaged in advertising research.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That the respondents herein shall within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with the order to cease and desist.

Issued: October 31, 1957.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F. R. Doc. 57-9813; Filed, Nov. 26, 1957;
8:53 a. m.]

TITLE 38—PENSIONS, BONUSES, AND VETERANS' RELIEF

Chapter I—Veterans Administration

PART 3—VETERANS CLAIMS

DISCONTINUANCE OF APPORTIONMENTS; EFFECTIVE DATES

Section 3.317 is revised to read as follows:

§ 3.317 *Discontinuance of apportionment; effective dates.* Where disability pension, disability compensation, service pension, or emergency officers' retirement pay is apportioned between the veteran and his dependents and payments have been or are being made to the dependents subsequent to the date of cessation of the condition on which it is predicated, the effective date of discontinuance of the apportioned benefit to the dependent shall be the date of last payment and the award to the veteran will be adjusted accordingly; except that in the event of death, the date of death (upon the death of an apportionee, all or any part of the unpaid apportioned disability pension, compensation, or retirement pay will be paid to the veteran or to any other dependent or dependents as may be determined by the Administrator of Veterans Affairs—sec. 12, Public Law 144, 78th Cong.); divorce, (a) in cases involving additional compensation for a wife under Public Law 877, 80th Congress, as amended, the apportionment of the basic compensation will be discontinued effective the date of last payment; however, the additional compensation will be discontinued effective the date preceding the date of divorce and an overpayment will be created—(b) in cases involving the provisions of Public Law 85-24 and § 3.255a, the apportioned award of disability pension to the former wife will be discontinued effective the date preceding the date of divorce, creating an overpayment; in the case of a child, the date preceding the 18th or 21st birthday, or cessation of school attendance (see § 3.287 and § 4.98 of this chapter), or the date preceding the date of marriage; in the case of a dependent parent, the date on which dependency ceases, will be the effective date. Where a minor child of a disabled person being paid apportioned disability compensation, pension, or emergency officers' retirement pay enters the active military or naval service, such apportioned award will be discontinued as of the date of last payment and, effective as of the next day, such child's apportioned share will be added to the

disability compensation, pension, or emergency officers' retirement pay otherwise payable to the veteran. Where the estranged wife of a disabled veteran is receiving apportioned disability compensation, pension, or emergency officers' retirement pay in behalf of herself and a minor child and such minor child enters the active military or naval service, the apportioned share for the estranged wife will be continued in the same amount as was payable prior to the child's entry into active service, such increased amount to continue during the child's minority or until the cessation of the condition upon which the apportionment was made.

(Sec. 4, 48 Stat. 9, sec. 3, 54 Stat. 1195, secs. 1, 2, 62 Stat. 1219, as amended, 71 Stat. 25, Vet. Reg. 2 (a); 38 U. S. C. 49a, 704, 740, 741, ch. 12A)

(Sec. 5, 43 Stat. 608, as amended, sec. 2, 46 Stat. 1016, sec. 7, 48 Stat. 9; 38 U. S. C. 11a, 426, 707)

This regulation is effective November 27, 1957.

[SEAL] H. V. HIGLEY,
Administrator of Veterans Affairs.

[F. R. Doc. 57-9826; Filed, Nov. 26, 1957;
8:57 a. m.]

TITLE 43—PUBLIC LANDS: INTERIOR

Subtitle A—Office of the Secretary of the Interior

PART 13—VENDING FACILITIES OPERATED BY BLIND PERSONS

Part 13, reading as follows, is added to 43 CFR, Subtitle A:

- Sec.
13.1 Authority and purpose.
13.2 Application for permit.
13.3 Cooperation in selection of facilities.
13.4 Terms of permit.
13.5 Protection from competition.
13.6 Appeals.

AUTHORITY: §§ 13.1 to 13.6 issued under sec. 4, 68 Stat. 663; 20 U. S. C. 107.

§ 13.1 *Authority and purpose.* The Randolph-Sheppard Vending Stand Act of June 20, 1936, as amended by section 4 of the act of August 3, 1954 (68 Stat. 663; 20 U. S. C. 107), directs that, insofar as practicable, preference shall be given to blind persons in the operation of vending stands and machines on any Federal property. The regulations in this part prescribe the policies and procedures to achieve and protect that preference on property, including land, owned or leased by the United States and controlled by the Department of the Interior.

§ 13.2 *Application for permit.* (a) State licensing agencies designated by the Department of Health, Education, and Welfare under the Randolph-Sheppard Vending Stand Act may apply for permits to establish and maintain vending facilities, including both vending stands and machines, to be operated by blind persons licensed by the State agencies. Application for a permit shall be made, in writing, by the State licensing agency to the head of the In-

terior bureau or office having control of the property in question. In the regulations in this part the term "head of the Interior bureau or office" includes the authorized representatives of that bureau or office.

(b) The head of the Interior bureau or office may deny an application if he determines that the issuance of a permit would unduly inconvenience the bureau or office or adversely affect the interests of the United States. Such determination shall be in writing and shall state the reasons on which it is based. The fact that a permit will be without charge for rent shall not constitute a basis for denying an application.

(c) In considering applications for permits, due regard shall be given to the terms of any existing contractual arrangements.

§ 13.3 *Cooperation in selection of facilities.* Upon request from a State licensing agency, the Interior bureau or office shall cooperate in selecting locations and arranging accommodations for vending facilities to be operated by blind persons. In making such selection, due consideration shall be given to the requirements of occupant agencies, availability of suitable space, and requirements for preparation and maintenance of the space.

§ 13.4 *Terms of permit.* Every permit shall describe the location of the vending facilities and shall be subject to the following provisions:

(a) The permit shall be issued in the name of the applicant State licensing agency.

(b) The permit shall be for a definite term, not to exceed five years, and shall be without charge for rent.

(c) The permit may be revoked at any time upon not less than 30 days written notice to the permittee from the head of the Interior bureau or office having control of the property where the vending facilities are located. Such notice shall state the reasons on which it is based.

(d) Items sold at the vending facilities shall be limited to newspapers, periodicals, pre-packaged confections, tobacco products, articles dispensed automatically or in containers or wrappings in which they are placed before receipt by the vendor, and such other articles as may be approved by the head of the Interior bureau or office for each location. The head of the Interior bureau or office may require discontinuance of sale of any type of article, upon not less than 15 days' notice in writing.

(e) Vending facilities shall be operated in compliance with such standards of appearance, safety, health, sanitation, and efficiency as may be prescribed by the head of the Interior bureau or office. Such standards shall conform, so far as practicable with the provisions of State laws and regulations, whether or not the property is under the exclusive jurisdiction of the United States.

(f) The permittee shall arrange for the modification or relocation of the vending facilities when in the opinion of the head of the Interior bureau or office such action is essential to the satisfac-

tory maintenance, operation, or use of the property concerned and shall not modify or relocate such facilities without such approval. Installation, modification, relocation, or removal of vending facilities shall be made only under the supervision of the head of the Interior bureau or office and without cost to the Department of the Interior. The permittee may be required to remove any vending device deemed undesirable by the head of the Interior bureau or office. Ownership of vending devices installed by the permittee or operator shall remain vested with the installer. All extra identifiable costs incurred by the Department of the Interior in restoring to its original condition any space vacated by removal or relocation of vending facilities shall be reimbursed by the permittee or the operator.

(g) In the event a vending facility is being operated in a manner unsatisfactory to the Interior bureau or office, the permittee will be notified in writing and required to take appropriate action to rectify the situation.

(h) The operator of the vending facility shall carry such insurance against losses by fire, public liability, employer's liability, or other hazards as is customary among prudent operators of similar businesses under comparable circumstances.

§ 13.5 Protection from competition. (a) The head of the Interior bureau or office shall protect the blind operator of the vending facility against direct competition from other vendors or vending machines on property which the head of the Interior bureau or office controls. Other vendors or vending machines shall be considered in direct competition with vending facilities permitted under the regulations in this part if they sell or dispense articles which are similar or identical to those on sale at the vending facilities in such proximity to the vending facility as to attract customers who might otherwise patronize the vending facilities.

(b) After a permit has been issued under the regulations in this part to a State licensing agency for operation of a vending facility, the head of the Interior bureau or office, except as provided in paragraphs (c) and (d) of this section, shall take action to terminate, as soon as possible and with minimum interruption to the service afforded customers, any existing competitive arrangement for the sale of any articles similar to or identical to those sold or to be sold under the permit. Notice of such termination shall be given as required under the terms of the existing arrangement, or if none is provided, a notice of not less than 30 days shall be given in writing.

(c) Existing arrangements with respect to vending machines need not be terminated if such vending machines are moved at the expense of their operators to locations elsewhere on the property which are noncompetitive with a blind-operated vending facility, or if the income from such machines is assigned to the blind operator.

(d) This section shall not apply to the sale and service of food and other

articles considered as food and usually sold in connection with meals by cafeterias, restaurants, or similar food dispensing establishments.

§ 13.6 Appeals. When the head of an Interior bureau or office has designated an authorized representative to act for him under the regulations in this part he shall provide for the review of any matter in dispute between such authorized representatives and the permittee or operator of vending facilities. Such review shall be final, except that with respect to denials or revocations of permits, appeals may be made in writing to the Secretary of the Interior or his designee within 15 days from the notice of determination. The decision of the Secretary of the Interior or his designee shall be final.

D. OTIS BEASLEY,
*Administrative Assistant,
Secretary of the Interior.*

OCTOBER 29, 1957.

Approved: November 15, 1957.

P. F. BRUNDAGE,
*Director,
Bureau of the Budget.*

[F. R. Doc. 57-9806; Filed, Nov. 26, 1957;
8:49 a. m.]

Chapter I—Bureau of Land Management, Department of the Interior

[Circular No. 1986]

PART 196—PHOSPHATE LEASES AND USE PERMITS

MISCELLANEOUS AMENDMENTS

Correction

In Federal Register Document 57-9623, published on page 9293 in the issue for Thursday, November 21, 1957, the Circular number should read as set forth above.

TITLE 45—PUBLIC WELFARE

Subtitle A—Department of Health, Education, and Welfare, General Administration

PART 12—DISPOSAL AND UTILIZATION OF SURPLUS REAL PROPERTY FOR EDUCATIONAL PURPOSES AND PUBLIC HEALTH PURPOSES

Part 12 of Title 45 CFR is hereby amended to read as follows:

Sec.	Definitions.
12.1	Scope.
12.2	General policies.
12.3	Limitations.
12.4	Awards.
12.5	Notice of available property.
12.6	Applications for surplus real property.
12.7	Assignment of surplus real property.
12.8	General disposal terms and conditions.
12.9	Deferred use disposal terms and conditions.
12.10	Special terms and conditions.
12.11	Utilization.
12.12	Form of conveyance.
12.13	Compliance inspections and reports.
12.14	

AUTHORITY: §§ 12.1 to 12.14 issued under sec. 203, 63 Stat. 385 as amended; 40 U. S. C. 484.

§ 12.1 Definitions. (a) "Act" means the Federal Property and Administrative Services Act of 1949, Public Law 152, 81st Congress (63 Stat. 377), as amended (40 U. S. C. 471 et seq.). Terms defined in the act and not defined in this section, shall have in this part the meaning given to them in the act.

(b) "Accredited" means approval by a recognized accreditation board or association on a regional, State, or national level, such as a State Board of Education or Health, State University, Middle States Association of Colleges and Secondary Schools, National Architectural Board, American College of Surgeons, etc. A college may be said to be accredited if the credits are accepted for transfer purposes by other colleges or universities not connected or associated with it.

(c) "Administrator" means the Administrator of General Services.

(d) "Approved" means recognition or approval by the State Department of Education, State Department of Health, or other appropriate authority in charge of educational or health activities in a State.

(e) "Assigned property" means real and related personal property which, in the discretion of the Administrator or his designee, has been made available to the Department for transfer for educational or for public health purposes, including research.

(f) "Department" means the Department of Health, Education, and Welfare.

(g) "Disposal Agency" means the executive agency of the Government which has authority to assign or to consider assignment of property to the Department for transfer for health and educational utilization.

(h) "Excess" when used with respect to real property means any real property under the control of any Department or agency in the Executive Branch of the Government which is not required for its needs and the discharge of its responsibilities as determined by the head thereof.

(i) "Holding Agency" means the executive agency of the Government which has control and accountability for the real property involved.

(j) "Non-profit institution" as used in this part means any institution, organization, or association, whether incorporated or unincorporated, no part of the net earnings of which inures or may lawfully inure to the benefit of any private shareholder or individual, and which has been held by the Internal Revenue Service to be tax-exempt under either the provisions of section 101 (6) of the 1939 Internal Revenue Code, or section 501 (c) (3) of the 1954 Internal Revenue Code.

(k) "Off-site property" means surplus buildings, underground utilities and all other removable improvements, including related personal property, to be transferred where located, by the Department for educational or for public health purposes, including research, for removal and use away from the site.

(l) "On-site property" means surplus real property including related personal property, to be transferred by the Department for educational or for public health

purposes, including research, for use in place.

(m) "Public Benefit Allowance" means a discount on the purchase price of real property to be transferred for educational or public health purposes, including research, representing any benefit determined by the Secretary which has accrued or may accrue to the United States from use of surplus real property for educational or public health purposes, including research.

(n) "Related personal property" means any personal property, (1) which is located on and is (i) an integral or necessary part of, or is (ii) essential to the operation of real property, or (2) which is determined by the Administrator to be otherwise related to the real property.

(o) "Secretary" means the Secretary of Health, Education, and Welfare.

(p) "State" means a State of the United States, the District of Columbia, the Commonwealth of Puerto Rico, and the Territories and possessions of the United States.

(q) "Surplus" when used with respect to real property means any excess real property not required for the needs and the discharge of the responsibilities of all Federal agencies as determined by the Administrator or his designee.

§ 12.2 *Scope.* This part is applicable to surplus real property located within any State which is appropriate for assignment to, or which has been assigned to the Department for disposal for educational or public health purposes, as provided in section 203 (k) of the act.

§ 12.3 *General policies.* (a) It is the policy of the Department to foster and assure maximum utilization of surplus real property for educational and public health purposes, including research.

(b) Transfers may be made only to States, their political subdivisions, and instrumentalities, tax-supported educational or public health institutions, and non-profit educational or public health institutions which have been held exempt from taxation under section 101 (6) of the Internal Revenue Code of 1939 (now substantially reenacted in section 501 (c) (3) of the Internal Revenue Code of 1954).

(c) Real property will only be requested for assignment when the Department has determined that the property is suitable and needed for health or educational purposes. Such property, except for transfers contemplated under § 12.10, will not be requested for assignment unless it is needed at the time of application for educational or for public health purposes, including research, or unless it will be so needed within the immediate foreseeable future, except that where construction is contemplated, such construction must be initiated within 18 months after the date of transfer. The amounts of both real and related personal property to be transferred shall not be excessive to normal operating requirements.

(d) Land may be requested for assignment for transfer in accordance with § 12.10, for public tax-supported educational and public health purposes

where, although there is no immediate need for the property, population trends, location, present facilities and plans for additional facilities justify immediate transfer to reasonably provide for future needs.

(e) Transfers will be made only when the proposed program is not in conflict with State or local zoning restrictions, building codes, or similar limitations.

(f) Only those activities devoted to academic, vocational or professional instruction, or organized and operated to promote and protect the public health, are eligible. Examples of such eligible activities are universities, colleges, junior colleges, junior or senior high schools, elementary schools or school systems, vocational and specialized schools, research activities, public libraries, and similar activities primarily educational in character; general and specialty hospitals, mental institutions, clinics, health sanitation activities (including water and sewer departments), facilities providing public health services, and similar activities devoted primarily to the protection and promotion of public health. The program of an institution eligible for a transfer must contemplate use of the property as an integral part of an approved or accredited activity of the kind above described. The activity must obtain such licenses for operations as may be required by State and local law.

(g) Use of the property applied for must be for a fundamental educational or public health purpose. Examples of such fundamental utilizations are classrooms, vocational shops, libraries, laboratories, auditoriums, gymnasiums, cafeterias, dormitories, faculty housing, infirmaries, recreational facilities, hospitals, clinics, facilities providing public health services, and similar utilization. The property applied for must be for a purpose for which the eligible organization would be authorized to expand its own funds to acquire.

§ 12.4 *Limitations.* (a) Surplus property transferred pursuant to this part shall be disposed of "as is", "where is", and without warranty of any kind.

(b) Where the assigned property is located on a known mineral structure, the transfer, with respect to which public benefit allowance is granted, will not include any mineral rights which, however, may be acquired separately by the applicant upon the payment of the fair value of such mineral rights.

§ 12.5 *Awards.* Where there is more than one applicant for the same property, the following principles shall be observed:

(a) Greater consideration will be given to programs of utilization most nearly consistent with the Government's purpose in acquiring or using the property. For instance, a surplus hospital will be considered for transfer for a health program in preference to an educational program.

(b) Property will be awarded to the applicant having a program of utilization which provides, in the opinion of the Department, the greatest public benefit.

(c) The Department will have, as an objective, the apportionment of an

available property to fit the needs of as many applicant health and educational programs as is practicable.

§ 12.6 *Notice of available property.* Reasonable publicity shall be given to the availability of surplus real property which is suitable for assignment to the Department for disposal for educational or public health use. The Department shall establish procedures reasonably calculated to afford all eligible users having a legitimate interest in acquiring property for educational or public health purposes, including research, who show due diligence, a full and complete opportunity to make an application therefor: *Provided, however,* That publicity need not be given as to the availability of surplus real property which is occupied and being used by an applicant for eligible educational or public health purposes, including research, at the time the property is declared excess and the Department determines that the applicant has a continuing need for the property and that the transfer for such continued utilization by the applicant is in the best interest of the United States.

§ 12.7 *Applications for surplus real property.* Applications for surplus real property for educational or public health purposes, including research, shall be made to the Department through the regional office specified in the notice of availability. Where cooperative agreements have been entered into with State Agencies for Surplus Property and where a State instrumentality has been designated by State law or executive order to represent or assist educational and health institutions in acquiring Federal surplus real property, the applications will be made through such State Agencies or instrumentalities to regional offices of the Department.

§ 12.8 *Assignment of surplus real property.* (a) Notice of interest in a specific property for educational or public health utilization shall be furnished the General Services Administration or other agency having disposal jurisdiction by the Department at the earliest possible date.

(b) Requests to the Administrator, or his designee disposal agency, for assignment of surplus real property to the Department for disposal for educational and public health purposes, including research, shall be based upon the following conditions:

(1) There is an acceptable application for the property of record with the Department.

(2) The applicant is willing, authorized, and in a position to assume immediate care, custody, and maintenance of the property.

(3) The applicant is able, willing and authorized to pay the external administrative expenses incident to a transfer.

(c) A copy of each request for assignment of surplus real property shall be furnished the holding agency.

§ 12.9 *General disposal terms and conditions.* (a) Surplus real property disposals under this part shall be limited to transactions which are primarily for educational or public health purposes, including research. Transferees shall

be entitled to public benefit allowances computed in consideration of benefits which have accrued or may accrue to the United States from the use of such property for educational or public health purposes, including research.

(b) Transfer of surplus real property for educational or public health purposes is subject to the disapproval of the administrator within 30 days after notice is given to him of a proposed transfer.

(c) Transfer shall be on the following terms and conditions:

(1) The transferee shall be obligated to continuously utilize the property in accordance with an approved plan of operation.

(2) The transferee shall not be permitted to sell, lease, mortgage, or otherwise dispose of the property except after authorization by the Department or its designee.

(3) The transferee shall file with the Department such reports covering the utilization of the property as may be required.

(4) In the event the property is sold, leased, disposed of, or is used for purposes other than those set forth in the approved plan without the consent of the Department, all revenues or the reasonable value, as determined by the Department, of benefits to the transferee deriving directly or indirectly from such use shall be considered to have been received and held in trust by the transferee for the United States and shall be subject to direction and control of the Department. The provisions of this paragraph shall not impair or effect the rights preserved to the United States in subparagraph (5) of this paragraph.

(5) With respect to on-site property, in the event of non-compliance with any of the conditions of the transfer, title to the property transferred, and right to immediate possession shall, at the option of the Department, revert to the Government. In the event title is reverted to the United States for non-compliance or voluntarily reconveyed in lieu of reverter, the transferee, at the option of the Department, shall be responsible and be required to reimburse the Government for the decreased value of the property not due to reasonable wear and tear, acts of God, and alterations and conversions made by the transferee to adapt the property to the educational or health use for which the property was acquired. The Government shall, in addition thereto, be reimbursed for such damages including such costs as may be incurred in recovering title to or possession of the property as it may sustain as the result of the non-compliance.

(6) With respect to off-site property, in the event of non-compliance with any of the terms and conditions of the transfer, the unearned public benefit allowance shall, at the option of the Department, become immediately due and payable, or, if the property or any portion thereof is sold, leased, or otherwise disposed of without authorization from the Department or its designee, such sale, lease, or other disposal shall be for the benefit and account of the United States and the United States shall be entitled to the proceeds of any such disposal. In the event the transferee

fails to remove the property or any portion thereof within the time specified, then, in addition to the rights reserved above, at the option of the Department all right, title, and interest in and to such unremoved property shall be retransferred to other eligible applicants or shall be forfeited to the United States.

(7) With respect to on-site property, the Government, at its option, shall have the right during any period of emergency declared by the President of the United States or by the Congress of the United States to the full unrestricted use of the surplus real property, or of any portion thereof, disposed of in accordance with the provisions of this part. Such use may be either exclusive or non-exclusive. Prior to the expiration or termination of the period of restricted use by the transferee, the Government shall not be obligated to pay rent or any other fees or charges during the period of emergency, except that the Government shall (i) bear the entire cost of maintenance of such portion of the property used by it exclusively or over which it may have exclusive possession or control, (ii) pay the fair share, commensurate with the use, of the cost of maintenance of such surplus real property as it may use non-exclusively or over which it may have non-exclusive possession or control (iii) pay a fair rental for the use of improvements or additions to the surplus real property made by the purchaser or lessee without Government aid, and (iv) be responsible for any damage to the surplus real property caused by its use, reasonable wear and tear, the common enemy and acts of God excepted.

(8) The restrictions set forth in subparagraphs (1) through (6) of this paragraph shall extend for the following periods:

(i) Twenty (20) years for permanent facilities being acquired for use in-place;

(ii) Ten (10) years for temporary facilities being acquired with land for use in-place, except in those cases where the value of the underlying land is out of proportion to the value of the temporary facilities, in which event the limitations shall extend for twenty (20) years;

(iii) A minimum of five (5) years for facilities being acquired separately from land whether they are for use on-site or off-site. However, where the estimated economic life of the structures for the use for which they are requested is greater than five years, limitations on the use of the structures shall be equal to their estimated economic life.

(d) Transferees by obtaining the consent of the Department may be permitted to pay the unearned portion of any public benefit allowance granted and thereby secure abrogation of the restrictions set forth in the transfer terms, for all or any portion of the property, except that the Government's right of recapture for use during a period of emergency will not be released unless there are exceptional circumstances.

(e) Related personal property shall be transferred in accordance with real property procedures and forms and shall be transferred only as part of the real property transaction at the public benefit allowance granted therefor. Where

related personal property is involved in an on-site transaction the related personal property may be transferred by a bill of sale imposing restrictions for a period not to exceed five years from the date of transfer, other terms and conditions being tied to and made a part of the real property transaction.

§ 12.10 *Deferred use disposal terms and conditions.* (a) Surplus real property disposals under this section shall be limited to transfers of land to States and their political subdivisions and instrumentalities and tax-supported educational or public health institutions for use as sites for school or public health facilities to be constructed thereon within a maximum period of 8 years from date of transfer.

(b) Transfers under this section shall be subject to all of the general terms and conditions set forth in § 12.9 (b), (c) (1), (2), (3), (4), (5), and (7) and, in addition, the following special terms and conditions shall apply:

(1) Transferee shall be obligated to continuously use the property, including the proposed facilities constructed thereon, in conformance with its approved plan, for a period of 20 years from the date of transfer.

(2) The transferee shall be obligated to construct all proposed facilities and commence utilization of the conveyed property for educational or public health purposes in conformance with the approved plan no later than 8 years from the date of transfer. The Department, may, in its discretion, effect transfer upon the requirement that construction be completed and utilization be commenced within a period of time less than 8 years from the date of transfer.

(3) The transfer shall be made in consideration of payments and public benefits inuring to the United States equal to the fair value of the property as follows: Until such time as the facilities contemplated in the transferee's approved plan have been constructed and placed in use in conformance therewith the transferee shall pay to the United States within one year from the date of transfer and annually thereafter on the anniversary date thereof an amount equal to five (5) percent of the fair value of the property, together with interest at the prevailing rate as determined by the Department for the disposals of government real property upon the unpaid balance of the fair value of the property. At such time as the facilities last mentioned shall have been constructed and placed in use, which may be prior to but not later than the maximum time fixed by the Department and specified in the instrument of transfer, the transferee shall be entitled to a public benefit allowance, to be applied against the unpaid balance of the fair value computed upon the basis of the benefit which has accrued or may accrue to the United States from the use of such property for educational or health purposes. In the case of a transfer on less than 100 percent public benefit allowance, the public benefit allowance shall be computed on and applied against the balance of the fair value remaining unpaid at the time of commencement of

utilization in accordance with this section. The transferee shall, at such time, make full payment in cash of any balance of the fair value remaining after application of such public benefit allowance.

(c) Prior to the transfer of any land under this section, the transferee shall submit to the Department together with its application, an opinion of the highest legal officer of the State as to the authority of the transferee to enter into the proposed transaction, accept the property subject to the foregoing terms and conditions and undertake the obligations provided for thereunder.

(d) After the facilities have been constructed and the property has been placed into required use in conformance with the approved plan, a transferee by obtaining the consent of the Department may be permitted to pay the unamortized fair value of the property and thereby secure abrogation of the restrictions set forth in the transfer terms, for all or any portion of the property, except that the Government's right of recapture for use during a period of emergency will not be released unless there are exceptional circumstances.

(e) Any installments, interest, or other payments made against the fair value of property transferred under this section shall, upon a forfeiture of title to the property for breach of condition, be forfeited.

§ 12.11 *Special terms and conditions.*

(a) In the case of on-site disposals, applicants shall be required to pay all external administrative costs which shall include, but not be limited to taxes, surveys, appraisals, inventorying costs, legal fees, title search, certificate or abstract expenses, decontamination costs, government moving costs, closing fees in connection with the transaction and service charges, if any, made by State Agencies for Surplus Property under the terms of a cooperative agreement with the Department.

(b) In transfers of off-site property, applicants will be required to post performance bonds, make performance guarantee deposits, or give such other assurances as may be required by the Department or the holding agency to insure adequate site clearance.

(c) Whenever negotiations are undertaken for disposal to nonprofit public health or educational organizations which are not instrumentalities of State or local governments of any surplus real property which cost the Government one million dollars or more, the Department shall give notice to the Attorney General of the United States of the proposed disposal and the probable terms and conditions thereof. The applicant shall furnish to the Department such information and documents as the Attorney General may determine to be appropriate or necessary to enable him to give the advice as provided for by section 207 of the act or to determine whether any other disposition or proposed disposition of the surplus real property violates the antitrust laws of the United States.

(d) Where an applicant proposes to acquire and use in place improvements located on land which the Government does not own, he shall be required, before disposal shall be consummated, to obtain a right to use the land commensurate with the duration of the restrictions applicable to the improvements. The applicant shall be required to assume, or obtain release of, the Government's obligations respecting the land including but not limited to such obligations as restoration, waste, and rent. At the option of the Department, the applicant may be permitted to post a bond to indemnify the Government against such obligations.

(e) The Department may require the inclusion on the transfer document of any other provision deemed desirable or necessary.

§ 12.12 *Utilization.* (a) Where property or any portion thereof is not being utilized for the purposes for which transferred, the transferee shall be required at the direction of the Department:

(1) To retransfer such property to other health or educational user as the Department may direct;

(2) To sell such property for the benefit and account of the United States;

(3) To return title to such property to the United States; or

(4) To abrogate the conditions and restrictions of the transfer, as set forth in § 12.9 (d), except that where property has never been placed in use for the purposes for which transferred, abrogation will not be permitted except under extenuating circumstances.

(b) Where the transferee desires to place the property in temporary use for a purpose other than that for which the property was transferred, approval of the Department must be obtained, and will be conditioned upon such terms as the Department may impose, including but not limited to the requirement that net revenues therefrom will be payable to the Department.

§ 12.13 *Form of conveyance.* (a) Transfers of surplus real property shall be on forms approved by the General Counsel of the Department and shall include the disposal terms and conditions set forth in this part and such other terms and conditions as the General Counsel may deem appropriate or necessary.

(b) Transfers of on-site property normally shall be by quit claim deed without warranty of title.

§ 12.14 *Compliance inspections and reports.* The Department, or its designee, shall make such compliance inspections as are necessary and shall require of the transferee such compliance reports and actions as are deemed necessary.

Dated: November 19, 1957.

[SEAL]

M. B. FOLSOM,
Secretary.

[F. R. Doc. 57-9803; Filed, Nov. 26, 1957;
8:48 a. m.]

TITLE 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[FCC 57-1280]

[Rules Amdt. 21-9]

PART 21—DOMESTIC PUBLIC RADIO SERVICES (OTHER THAN MARITIME MOBILE)

MISCELLANEOUS AMENDMENTS

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 20th day of November 1957;

The Commission, having under consideration certain necessary modifications to Part 21 of its rules entitled Domestic Public Radio Services (Other than Maritime Mobile), to correct, standardize, or more clearly delineate certain provisions and requirements which have consistently been applied by rule or administrative practice in the grant of related authorizations; and

It appearing, that, such clarification and standardization would be in the public interest; and

It further appearing, That, because the proposed changes would not impose any new or additional requirements upon Commission licensees beyond those actually followed in daily practice and, therefore, are unlikely to affect any person adversely, notice of proposed rule-making and public procedures with respect thereto, as prescribed in section 4 (a) of the Administrative Procedure Act, are unnecessary;

It is ordered, That, pursuant to the authority contained in sections 4 (i) and 303 (f) and (r) of the Communications Act of 1934, as amended, and section 4 (a) of the Administrative Procedure Act, the revisions of Part 21, Domestic Public Radio Services (Other than Maritime Mobile), are adopted as set forth below, effective January 1, 1958.

(Sec. 4, 48 Stat. 1066, as amended; 47 U. S. C. 154. Interpret or apply sec. 303, 48 Stat. 1082, as amended; 47 U. S. C. 303.)

Released: November 22, 1957.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] MARY JANE MORRIS,
Secretary.

Part 21 of the Commission's rules is revised in the following particulars:

1. In order to correct a typographical error, the present text of § 21.504 (a) should be deleted and the following substituted:

§ 21.504 *Service area of base station.* (a) The limits of reliable service area of a base station are considered to be described by a field strength contour of 37 decibels above one microvolt per meter for stations engaged in two-way communication service with mobile stations and 43 decibels above one microvolt per meter for stations engaged in one-way signaling service. Service within that area is generally expected to have an average reliability of not less than 90 percent.

2. Delete the present text of § 21.611 and substitute the following:

§ 21.611 *Notification of station operation at temporary locations.* (a) The licensee of stations which are authorized pursuant to the provisions of § 21.610 shall notify the Commission, and its Engineer-in-Charge of the radio district wherein operation is to be conducted, of each period of operation at least two days prior to installation of the facilities. This notification shall include:

(1) The call sign and specific location of the transmitter.

(2) The location of the transmitter control point.

(3) The identity and location of the station with which it will communicate.

(4) The exact frequency or frequencies to be used.

(5) The commencement and anticipated termination dates of operation from each location. In the event the actual termination date differs from the previous notification, written notice thereof promptly shall be given to the Commission and its Engineer-in-Charge.

(b) A copy of the foregoing notification shall be posted with the station license (see § 21.214).

3. Delete the present text of § 21.707 (a) (2) and substitute the following:

(2) When a fixed station authorized to operate at temporary locations is installed and its subsequently becomes necessary for the station to operate from such location for more than six months, applications (FCC Forms 401 and 403) for a station authorization to specify the permanent location shall be filed at least thirty days prior to the expiration of the six month period.

4. Delete the present text of subparagraphs (1) through (5) of § 21.708 (a) and substitute the following:

(1) The call sign and specific location of the transmitter.

(2) The location of the transmitter control point.

(3) The location of the transmitting or receiving station with which it will communicate and the identity of the correspondent operating such facilities.

(4) The exact frequency or frequencies to be used.

(5) The public interest, convenience and necessity to be served by operation of the proposed installation.

(6) The commencement and anticipated termination dates of operation from each location. In the event the actual termination date differs from the previous notification, written notice thereof promptly shall be given to the Commission and its Engineer-in-Charge.

5. Add a new § 21.807 to read as follows:

§ 21.807 *Stations at temporary fixed locations.* (a) Authorizations may be issued upon proper application for the use of frequencies listed in § 21.801 by stations in the Local Television Transmission Service for rendition of temporary service to subscribers under the following conditions:

(1) When a fixed station is to remain at a single location for less than six months, the location is considered to be temporary.

(2) When a fixed station authorized to operate at temporary locations is installed and it subsequently becomes necessary for the station to operate from such location for more than six months, applications (FCC Forms 401 and 403) for a station authorization to specify the permanent location shall be filed at least thirty days prior to the expiration of the six month period.

(3) The station shall be used only for rendition of communication service at a remote point where the provision of wire facilities is not practicable.

(4) The antenna height employed at any location shall not exceed the criteria set forth in § 17.3 of this chapter unless, in each instance, authorization for use of a specified maximum antenna height for each location has been obtained from the Commission prior to erection of the antenna. Requests for such authorization shall be accompanied by FCC Form 401-A completed in triplicate.

(b) Applications for authorizations to operate stations at temporary locations under the provisions of this section shall be made upon FCC Form 401, and may be accompanied by completed FCC Form 403 for simultaneous consideration provided the equipment to be used is of "packaged" design. Blanket applications may be submitted for the required number of transmitters.

6. Add a new § 21.808 to read as follows:

§ 21.808 *Notification of station operation at temporary locations.* (a) The licensee of stations which are authorized pursuant to the provisions of § 21.807 shall notify the Commission, and its Engineer-in-Charge of the radio district wherein operation is to be conducted, of each period of operation at least two days prior to installation of the facilities. This notification shall include:

(1) The call sign and specific location of the transmitter.

(2) The location of the transmitter control point.

(3) The location of the transmitting or receiving station with which it will communicate and the identity of the correspondent operating such facilities.

(4) The exact frequency or frequencies to be used.

(5) The public interest, convenience and necessity to be served by operation of the proposed installation.

(6) The commencement and anticipated termination dates of operation from each location. In the event the actual termination date differs from the previous notification, written notice thereof promptly shall be given to the Commission and its Engineer-in-Charge.

(b) A copy of the foregoing notification shall be posted with the station license (see § 21.214).

[F. R. Doc. 57-9839; Filed, Nov. 26, 1957; 8:58 a. m.]

PROPOSED RULE MAKING

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 927]

[Docket No. AO-71-A33]

MILK IN NEW YORK-NEW JERSEY MARKETING AREA

NOTICE OF HEARING ON PROPOSED AMENDMENTS TO TENTATIVE MARKETING AGREEMENT AND TO ORDER

The order regulating the handling of milk in the New York-New Jersey milk marketing area (7 CFR Part 927) provides that, whenever for each of three consecutive months the minimum price established for Class I-A milk is more than \$2.50 (or less than \$1.00) higher than the average of prices reported to have been paid for such months by 12 Midwest condenseries, a public hearing be called promptly to consider those and other economic conditions, or announcement be made of a determination that such a hearing should not be held, together with reasons for such determination.

The Class I-A price was more than \$2.50 higher than the average of prices reported to have been paid by Midwest condenseries for each of the months of August, September, and October 1957.

Accordingly, in compliance with said order provision, and 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), notice is hereby given of a public hearing to be held at the Utica Hotel, Utica, New York, beginning at 10:00 a. m., on December 5, 1957, for the purpose of receiving evidence with respect to economic and marketing conditions relating to the question of whether the order should be amended by reducing the level of Class I-A prices.

Copies of this notice of hearing and the order may be procured from the Market Administrator, 205 East 42d Street, New York, New York, or from the Hearing Clerk, Room 112, Administration Building, United States Department of Agriculture, Washington 25, D. C., or may be there inspected.

Issued at Washington, D. C., this 22d day of November 1957.

[SEAL]

ROY W. LENNARTSON,
Deputy Administrator.

[F. R. Doc. 57-9828; Filed, Nov. 26, 1957; 8:58 a. m.]

[7 CFR Part 937]

[Docket No. AO-289]

MILK IN BATTLE CREEK-KALAMAZOO,
MICH., MARKETING AREAFINDINGS AND DETERMINATIONS ON RESULTS
OF REFERENDUM ON PROPOSED MARKETING
ORDER

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 at Kalamazoo, Michigan, on November 26-29, 1956, pursuant to notice thereof issued on November 5, 1956 (21 F. R. 8663), upon a proposed marketing agreement and order regulating the handling of milk in the Battle Creek-Kalamazoo, Michigan, marketing area. The recommended decision of the Deputy Administrator, Agricultural Marketing Service, issued on August 7, 1957, and the final decision of the Assistant Secretary of Agriculture issued on September 13, 1957, setting forth a proposed marketing agreement and a proposed order as the appropriate and detailed means for effectuating the declared policy of the Agricultural Marketing Agreement Act of 1937, as amended, were published in the FEDERAL REGISTER on August 10, 1957 (22 F. R. 6415), and September 19, 1957 (22 F. R. 7470; Doc. 57-7681), respectively. Annexed to and made a part of the decision of the Assistant Secretary of Agriculture issued September 13, 1957 (22 F. R. 7470; Doc. 57-7681), was an order directing that a referendum be conducted among producers to determine whether the requisite percentage of such producers favor the issuance of the proposed order. Notice of extension of time for completing referendum was issued on October 4, 1957 (22 F. R. 8067) by the Assistant Secretary of Agriculture.

It is hereby found and determined on the basis of the results of the referendum conducted pursuant to the aforesaid referendum order that issuance of the proposed order regulating the handling of milk in the Battle Creek-Kalamazoo, Michigan marketing area, as set forth in the aforesaid decision, is not favored by the requisite percentage voting in the aforesaid referendum.

It is hereby further determined that the proposed order set forth in the Assistant Secretary's decision of September 13, 1957 (22 F. R. 7470) will not be issued or made effective because of the failure of producers to approve or favor by the requisite percentage of producers voting in the referendum conducted among such producers.

Issued at Washington, D. C., this 21st day of November 1957.

[SEAL]

TRUE D. MORSE,
Acting Secretary.[F. R. Doc. 57-9795; Filed, Nov. 26, 1957;
8:46 a. m.]

[7 CFR Part 987]

[Docket No. AO-252-A5]

MILK IN CENTRAL MISSISSIPPI
MARKETING AREANOTICE OF HEARING ON PROPOSED AMEND-
MENTS TO TENTATIVE MARKETING AGREE-
MENT AND TO ORDER

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), notice is hereby given of a public hearing to be held in the Bamboo Room, Hotel Edwards, Jackson, Mississippi, beginning at 10:00 a. m., Local time on December 9, 1957, with respect to proposed amendments to the tentative marketing agreement and to the order, regulating the handling of milk in the Central Mississippi marketing area.

The public hearing is for the purpose of receiving evidence with respect to the economic and marketing conditions which relate to the proposed amendments, hereinafter set forth, and any appropriate modifications thereof, to the tentative marketing agreement and to the order.

The proposed amendments, set forth below, have not received the approval of the Secretary of Agriculture.

Proposed by the Mississippi Milk Producers' Association, Jackson, Mississippi:

Proposal No. 1: Amend the diversion provisions of the order to clarify the status of diverted milk with respect to the "supply plant" and "distributing plant" definitions.

Proposal No. 2: Continue beyond March, 1958, the present Class I differentials of \$1.85 and \$2.25 in § 987.51 (a).

Proposal No. 3: Delete § 987.54 (a) and (b) and substitute therefor:

(a) For any month during which the receipts of producer milk at all pool plants is less than 107 percent of the total Class I sales of all handlers, subtract the uniform price to producers from the Class I price.

(b) For any month during which the receipts of producer milk at all pool plants is 107 percent or more of the total Class I sales of all handlers, subtract the Class II price adjusted by the Class II butterfat differential from the Class I price adjusted by the Class I butterfat differential and in the case of fluid milk products, by the location differential to handlers.

Proposal No. 4: Amend § 987.82 (b) by adding thereto the following: "And provided further, That when a base is transferred to a producer who holds a base pursuant to the provisions of § 987.80 the total base held by the transferee shall be computed by adding together the milk deliveries of the transferee and transferor made during the base forming period and dividing the total by the number of days from the first day milk was received from either the transferee or transferor during the base forming period to the last day of

January inclusive but not less than 120 days."

Proposed by Vance Dairy, Hattiesburg, Mississippi:

Proposal No. 5: Amend the definition of handler and producer-handler so that a handler's own farm production will not be subject to the pricing and pooling provisions of Order No. 87.

Proposal No. 6: Delete § 987.41 (b) (4) and substitute therefor the following:

(4) In shrinkage not to exceed 1/2 of one percent of the skim milk and butterfat received directly from producers plus 1 1/2 percent of the skim milk and butterfat received from all sources as milk, skim milk, or cream in fluid form which was not disposed of as bulk milk, skim milk or cream to another plant.

Proposal No. 7: Amend § 987.42 (b) to read as follows:

Assign the resulting amounts pro rata to the handler's receipts of skim milk and butterfat, respectively, in (1) producer milk and milk received from other pool plants and (2) other source milk.

Proposal No. 8: Amend § 987.46 (a) as follows: After the words "producer milk" insert "and milk received from other pool plants".

Proposed by Pet Dairy Products Company and Hattiesburg Creamery:

Proposal No. 9: Amend § 987.8 "Supply plant", by substituting in the first proviso the words "August, September, October, November and January" for the words "August through January".

Proposal No. 10: Amend § 987.41 (a), Class I milk, by adding to the items excluded from Class I ice milk mixes, frozen dessert mixes, frozen ice milk and frozen desserts.

Proposal No. 11: Amend § 987.41 (a), Class I milk, by providing in subparagraph (2) thereof that milk and butterfat contained in inventory shall be separately classified and shall be priced at \$4.00 per hundredweight for inventory purposes.

Proposal No. 12: Amend § 987.42 Assignment of shrinkage to provide that when producer milk is received at a supply plant and transferred by the supply plant to a distributing plant, shrinkage shall be allowed on both skim milk and butterfat to the supply plant on the basis of one-half of one percent (0.5 percent) and to the distributing plant at one and one-half percent (1.5 percent) prorated to the handler's receipts of skim milk and butterfat, respectively, in producer milk and in other source milk.

Proposal No. 13: Amend § 987.51 (a), Class I milk price, by deleting the reference to the 18-month period following October 1, 1956, and by adding the month of July to the months of March, April, May and June, during which \$1.85 is added to the basic formula price.

Proposal No. 14: Amend § 987.51 (b), so as to delete the provision for the addition of 10 cents to the Class II milk price during each of the months of March, April, May and June and 20 cents during all other months.

Proposed by East Central Dairies, Newton, Mississippi:

Proposal No. 15: Change § 987.8 (b) "Supply plant" to mean any five out of six months of August through January.

Proposed by Dairy Division, Agricultural Marketing Service:

Proposal No. 16: Amend § 987.13 as follows: In the proviso following the words "January through August" delete the words "or on not more than 10 days" and substitute therefor the words "or not more than 10 days' production".

Proposal No. 17: Amend § 987.44 to provide specific rules with respect to the classification of milk, skim milk and cream transferred to nonpool plants located either in or outside the marketing area.

Proposal No. 18: Amend § 987.80 to include the following: Producers delivering milk to a plant that did not qualify as a pool plant during each month of the base period but which qualifies as a pool plant during any of the months of February through July, bases shall be assigned on deliveries at such plant in the same manner as if such plant was a pool plant during each month of the base-forming period.

Proposal No. 19: Add a new § 987.55 as follows:

§ 987.55 *Use of equivalent price.* If for any reason a price quotation required by this order for computing class prices or for any other purpose is not available in the manner described, the market administrator shall use a price determined by the Secretary to be equivalent to the price which is required.

Proposal No. 20: Make such changes as may be required to make the entire order, as amended, conform with any amendments thereto which may result from this hearing.

Copies of this notice of hearing and the order may be procured from the Market Administrator, Fondren Bank Branch Building, Rooms 204-6, 603 Duling Street, Jackson, Mississippi, or from the Hearing Clerk, Room 112, Administration Building, United States Department of Agriculture, Washington 25, D. C., or may be there inspected.

Issued at Washington, D. C., this 22d day of November 1957.

[SEAL] Roy W. Lennartson,
Deputy Administrator.

[F. R. Doc. 57-9794; Filed, Nov. 26, 1957; 8:46 a. m.]

[7 CFR Part 1021]

[Docket No. AO-291]

WATERMELONS GROWN IN FLORIDA,
GEORGIA, AND SOUTH CAROLINA

DECISION WITH RESPECT TO PROPOSED
MARKETING AGREEMENT AND ORDER

Correction

In Federal Register Document 57-9373, published at page 9017 in the issue for Wednesday, November 13, 1957, the following change should be made in the referendum order on page 9037: In the second line of the second paragraph, the word "Producer" should read "Procedure".

No. 230—5

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Part 130]

DRUGS EXEMPTED FROM PRESCRIPTION- DISPENSING REQUIREMENTS

NOTICE OF PROPOSAL TO EXEMPT DIPHEN- HYDRAMINE HYDROCHLORIDE PREPARATIONS

Notice is given that the Commissioner of Food and Drugs, in accordance with the Federal Food, Drug, and Cosmetic Act (secs. 503 (b) (3), 505 (c), 701 (a); 65 Stat. 649, 52 Stat. 1055; 21 U. S. C. 353 (b) (3), 355 (c), 371 (a)) and the authority delegated to him by the Secretary of Health, Education, and Welfare (21 CFR, 1956 Supp., 130.101 (b)) hereby offers an opportunity to all interested persons to submit their views in writing to the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D. C., within 30 days from the date of publication of this notice in the FEDERAL REGISTER on the proposed amendment set forth below:

It is proposed to amend paragraph (a) of § 130.102 *Exemption for certain drugs limited by new-drug applications to prescription sale* by adding the following new subparagraph:

Diphenhydramine hydrochloride preparations meeting all the following conditions:

(i) The diphenhydramine hydrochloride is prepared with suitable expectorant and other components in a liquid dosage form for oral use in self-medication, and containing no drug limited to prescription sale under the provisions of section 503 (b) (1) of the act.

(ii) The diphenhydramine hydrochloride and all other components of the preparation meet their professed standards of identity, strength, quality, and purity.

(iii) If the preparation is a new drug, an application pursuant to section 505 (b) of the act is effective for it.

(iv) The preparation contains not more than 3.0 milligrams of diphenhydramine hydrochloride per milliliter.

(v) The preparation is labeled with adequate directions for use only by adults and children over 6 years of age, in the temporary relief of coughs due to colds.

(vi) The dosages recommended or suggested in the directions for use do not exceed: For adults, 30 milligrams per dose or 120 milligrams per 24-hour period; for children 6 to 12 years of age, 15 milligrams per dose or 60 milligrams per 24-hour period.

(vii) The labeling bears, in juxtaposition with the directions for use, clear warning statements against:

(a) Administration to children under 6 years of age unless directed by a physician.

(b) Exceeding the recommended dosage.

(c) Use in the presence of high fever or persistent cough unless directed by a physician, since this may indicate the presence of a serious condition.

(d) Driving a car or operating machinery while using the drug, since it may cause drowsiness.

The proposed amendment will remove the drugs mentioned therein from the prescription-dispensing requirements of the Federal Food, Drug, and Cosmetic Act (sec. 503 (b) (1) (C), 52 Stat. 1052, 65 Stat. 649; 21 U. S. C. 353 (b) (1) (C)). These drugs were previously limited by their new-drug applications to use under professional supervision because the scientific data establishing the toxic potential of the drugs and their intended use showed only that they were safe if used under professional supervision.

Pursuant to the regulations in § 130.101 (b) of this chapter (21 CFR, 1956 Supp., 130.101 (b)) petitions have been submitted to remove the prescription restrictions from these drugs. Evidence now available through investigation and marketing experience shows that the drugs can be safely used by the laity in self-medication if they are used in accordance with the proposed labeling. The restriction to prescription sale is no longer necessary for the protection of the public health.

This action in removing the prior restriction limiting these drugs to prescription sale is taken under the authority of the Federal Food, Drug, and Cosmetic Act (secs. 503 (b) (3), 505 (c), 52 Stat. 1052, 65 Stat. 649; 21 U. S. C. 353 (b) (3), 355 (c)), which provides for and requires the removal of such restrictions if they are not necessary for the protection of the public health.

(Sec. 701, 52 Stat. 1055; 21 U. S. C. 371. Interprets or applies secs. 503 (b) (3), 505 (c), 52 Stat. 1052, 65 Stat. 649; 21 U. S. C. 353 (b) (3), 355 (c))

Dated: November 18, 1957.

[SEAL] GEO. P. LARRICK,
Commissioner of Food and Drugs.

[F. R. Doc. 57-9802; Filed, Nov. 26, 1957; 8:49 a. m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Parts 1, 17]

[Docket No. 11665; FCC 57-1284]

ANTENNA TOWERS

FURTHER NOTICE OF PROPOSED RULE MAKING

1. Further notice is hereby given of proposed rule making in the above-entitled matter.

2. On March 29, 1956, the Commission released a Notice of Proposed Rule Making, intended to encourage the grouping of antenna towers of more than five hundred feet in height in areas designated by the Airspace Panel of the Air Coordinating Committee (antenna farm areas), and to encourage the multiple use of existing structures.

3. Various broadcast industry representatives requested that the time for filing comments in Docket 11665 be extended, while others requested that this rule making proceeding be joined with any rule making instituted in light of recommendations produced by the Joint Industry/Government Tall Structures

Committee (JIGTSC) which at that time was considering new criteria for determining whether applications involving antenna towers would require special aeronautical study.

4. The JIGTSC study now has been completed, and in view of the interrelation between (a) the original rule making in Docket 11665, and (b) the JIGTSC recommendations regarding new criteria for determining whether applications for antenna towers will require special aeronautical study, it appears that the public interest will be served by including the criteria as part of the proceeding in Docket 11665.

5. In addition, some comments thus far received in Docket 11665 make it appear that there is a misunderstanding concerning the application and scope of the original proposal. Accordingly, appropriate changes have been made in the original proposal. Comment is invited on both.

6. The proposed amendments are issued under the authority of sections 303 (b), (d), (e), (g), (q), and (r) of the Communications Act of 1934, as amended.

7. Any interested person who is of the opinion that the proposed amendments should not be adopted, or should not be adopted in the form set forth herein, may file with the Commission on or before December 30, 1957, written data, views, or arguments setting forth his comments. Comments in support of the proposed amendments may also be filed on or before the same date. Rebuttal comments may be filed within 10 days from the last day for filing of original comments. No additional comments may be filed unless (1) specifically requested by the Commission or (2) good cause for the filing of such additional comments is established. The Commission will consider all such comments prior to taking final action in this matter, and if comments are submitted warranting oral argument, notice of the time and place of such oral argument will be given.

8. In accordance with the provisions of § 1.764 of the Commission's rules, an original and 14 copies of all statements, briefs, or comments shall be furnished the Commission.

Adopted: November 20, 1957.

Release: November 22, 1957.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] MARY JANE MORRIS,
Secretary.

Amend Part 1—Practice and Procedure, and Part 17—Construction, Marking and Lighting of Antenna Structures, as indicated below:

a. Add a new § 1.348 and a new § 17.5, each to read as follows:

§ 1.348 and § 17.5 *Antenna location.*
(a) Except as provided in paragraph (b) of this section, all applications proposing new or modified antenna structures over 500 feet in height shall be accompanied by a showing that the applicant will locate the antenna:

(1) In an antenna farm area in which there are located one or more antenna structures of equal or greater height; or

(2) On an existing antenna structure, the height of which will not be increased by approval of the application.

(b) Applications proposing new or modified antenna structures over 500 feet in height which fail to meet either condition specified in paragraph (a) of this section shall be accompanied by:

(1) A full and complete explanation of the reason or reasons why the proposed antenna cannot be located in an antenna farm area or placed on an existing antenna structure under the conditions specified in subparagraphs (1) and (2) of paragraph (a) of this section;

(2) An adequate showing that the proposed structure will not constitute an undue hazard to air navigation; and

(3) At statement regarding the terms under which the proposed structure and site will be made available to future applicants with compatible requirements.

1. Amend subparagraph (2) of § 17.2 (c) to read as follows:

(2) *Width.* The approach area is symmetrically located with respect to the extended runway center line, and for all instrument runways has a total width of 1,000 feet (1,500 feet for regular Department of Defense Air bases) at the end adjacent to the runway. The approach area flares uniformly to a total width of 4,000 feet at the end of the 10,000-foot section and to a total width of 16,000 feet at the end of the additional 40,000-foot section. For all other runways not designated for instrument operation on both large and small airports, the approach area has a total width of 500 feet at the end adjacent to the runway and 2,500 feet at the outward, or approach end.

2. Amend subparagraph (3) of § 17.2 (c), to read as follows:

(3) *Slope.* For instrument runways the slope of the approach surface along the runway center line extended is 50:1 (an elevation of 1 foot for each 50 feet of horizontal distance) beginning at a point 2,000 feet from the end of each runway. For non-instrument runways the slope of the approach surface is 40:1 beginning at a point 2,000 feet from the end of each runway.

3. Add new subparagraph (1) to § 17.2 (d), to read as follows:

(1) *Inner conical surface.* The inner conical surface is an imaginary surface through the airspace extending upward and outward from the periphery of the horizontal surface and having a slope of 40:1 for large and small airports and 30:1 for personal airports. Measuring radially outward, from the periphery of the horizontal surface, the conical surface extends for a horizontal distance as follows:

(i) Large airports—2½ miles (13,200').
(ii) Small airports—1½ miles (7,920').
(iii) Personal airports—2 miles (10,560').

4. Add new subparagraph (2) to § 17.2 (d), to read as follows:

(2) *Outer conical surface.* The outer conical surface is an imaginary surface through airspace extending upward and outward from the periphery of the inner conical surface and having a slope of

100:1 for large and small airports and 50:1 for personal airports. Measuring radially outward from the periphery of the inner conical surface, the outer conical surface shall extend for a horizontal distance as follows:

(i) Large airports—10 miles (52,800').
(ii) Small airports—2 miles (10,560').
(iii) Personal airports—1½ miles (7,920').

5. Add new subparagraph (3) to § 17.2 (d), to read as follows:

(3) *Conical surface for heliports.* The conical surface for heliports is an imaginary surface through the airspace extending upward and outward from the edge of the heliport and having a slope of 20:1. Measuring radially outward from the edge of the heliport, the conical surface for heliports extends for a horizontal distance of 4,000 feet. The edge of a heliport is considered to be 500 feet from the center, or the edge of the existing or planned heliport, if the latter is greater than 500 feet from its center and shown on local aeronautical charts.

6. Amend paragraph (j) of § 17.2, to read as follows:

(j) *Horizontal surface.* The horizontal surface is an imaginary plane through the air space, circular in shape, with its height 150 feet above the established airport elevation and having a radius from the airport reference point as follows:

(1) Large airports—2½ miles (13,200').
(2) Small airports—1½ miles (7,920').
(3) Personal airports—1½ miles (7,920').

7. Add new paragraph (o) to § 17.2, to read as follows:

(o) *Low altitude inter-city route.* A low altitude inter-city route is a route authorized by CAA for air carrier operation between two closely located cities (airports) at an altitude or altitudes generally lower than the minimum en route altitude authorized for flight on the airway joining the two cities.

8. Add new paragraph (p) to § 17.2, to read as follows:

(p) *Flyways.* A flyway is a "Natural" route between two points, shown on Aeronautical charts and extensively flown in VFR operations to avoid high terrain, or to follow natural landmarks (rivers) where radio navigational facilities are not available.

9. Add new paragraph (q) to § 17.2, to read as follows:

(q) *Large airports.* For the purpose of this part, large airports are those having one or more runways of 3,500 feet in length, or greater.

10. Add new paragraph (r) to § 17.2, to read as follows:

(r) *Small airports.* For the purpose of this part, small airports are those having runways of 2,000 to 3,500 feet in length.

11. Add new paragraph (s) to § 17.2, to read as follows:

(s) *Personal airports.* For the purpose of this part, personal airports are

those having all runways of less than 2,000 feet in length.

12. Amend paragraph (a) of § 17.12, to read as follows:

(a) Where antenna structures less than 500 feet in height would necessitate the raising of the minimum flight altitude within: (1) The Civil Airways, (2) designated air traffic control areas, and (3) CAA authorized low altitude inter-city routes.

13. Amend paragraph (b) of § 17.12, to read as follows:

(b) In areas of established coastal corridors (normally 10 miles in width).

14. Add new paragraph (d) to § 17.12, to read as follows:

(d) Where the antenna structure is located within 5 miles of the center line of established and published flyways.

[F. R. Doc. 57-9840; Filed, Nov. 26, 1957; 8:58 a. m.]

[47 CFR Part 3]

[Docket No. 12254; FCC 57-1277]

TELEVISION BROADCAST STATIONS, (MARINETTE-GREEN BAY, WIS.)

NOTICE OF PROPOSED RULE MAKING

In the matter of amendment of § 3.606 *Table of assignments*, Television Broadcast Stations (Marinette-Green Bay, Wisconsin); Docket No. 12254.

1. Notice is hereby given that the Commission has received a proposal for rule making in the above-entitled matter.

2. The Commission has before it for consideration a petition filed on September 13, 1957, by M & M Broadcasting Company, Inc., Marinette, Wisconsin, requesting amendment of § 3.606 *Table of assignments*, Television Broadcast Stations, so as to shift Channel 11 from Marinette to Green Bay, Wisconsin, as follows:¹

City	Channel No.	
	Present	Proposed
Marinette, Wis.	11+, 32-, *33+	32-, *33+
Green Bay, Wis.	2+, 5+, 70+	2+, 5+, 11+, 70+

3. Petitioner states that it is the permittee of Station WMBV-TV operating on Channel 11 at Marinette, Wisconsin, with a transmitter site approximately 14 miles southwest of Marinette and 32

¹ Valley Telecasting Company and Norbertine Fathers, operators of stations in Green Bay, requested that no action on this proposal be taken for a period of 30 days. M & M Broadcasting filed an opposition to these requests. On November 5, 1957, Valley Telecasting filed an opposition to the petition for rule making. Norbertine Fathers has not as yet submitted an opposition. We do not believe we would be justified in delaying action in this matter. All interested parties will be able to participate in the rule making proceeding we are now instituting and to make their views known.

miles north of Green Bay; that Marinette is a community of only 14,178 persons whereas Green Bay has a population of 52,735 and a metropolitan area population of 98,314; and that in view of its competitive disadvantage in comparison with the Green Bay stations, it has sustained large losses. Petitioner urges that a VHF station operating at Marinette, only about 45 miles from the much larger market of Green Bay, cannot operate successfully; that only 15 percent of its station advertisers are from the Marinette-Menominee area and the largest number with the largest accounts come from Green Bay; and that it is not practical to operate a local station situated so close to a large metropolitan market. M & M Broadcasting submits that it has considered various alternatives which would place a stronger signal over the more populous area to the south, but has concluded that the best solution would be a shift of the assignment of Channel 11 to Green Bay and a move of its transmitter site to the vicinity of the two stations in Green Bay.

4. On November 5, 1957, Valley Telecasting Company, operator of Station WFRV-TV on Channel 5 at Green Bay, filed an opposition to the petition for rule making. Valley urges that the Marinette-Menominee area now has only one VHF station and petitioner seeks to move this station to Green Bay, a community which already has two VHF stations on the air fully serving its needs.

5. The Commission is of the view that rule making proceedings should be instituted in this matter in order that interested parties may submit their views and relevant data.

6. Authority for the adoption of the proposed amendment is contained in sections 4 (i), 301, 303 (c), (d), (f), and (r), 307 (b), and 316 of the Communications Act of 1934, as amended.

7. M & M Broadcasting Company is presently authorized to operate on Channel 11 at Marinette and the rule making proposed herein would shift this frequency to Green Bay. In the event the Commission decides to amend the rules as proposed, the Commission will then determine what further steps should be taken in light of this outstanding authorization.

8. Any interested party who is of the opinion that the proposed amendment should not be adopted, or should not be adopted in the form set forth herein, may file with the Commission on or before December 20, 1957, a written statement or brief setting forth his comments. Comments in support of the proposed amendment may also be filed on or before the same date. Comments or briefs in reply to the original comments may be filed within 10 days from the last day for filing said original comments. No additional comments may be filed unless (1) specifically requested by the Commission or (2) good cause for the filing of such additional comments is established.

9. In accordance with the provisions of § 1.764 of the rules, an original and 14

copies of all written comments shall be furnished the Commission.

Adopted: November 20, 1957.

Released: November 22, 1957.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 57-9841; Filed, Nov. 26, 1957; 8:58 a. m.]

[47 CFR Part 3]

[Docket No. 12255; FCC 57-1278]

TELEVISION BROADCAST STATIONS (PITTSBURGH-IRWIN, PENNSYLVANIA)

NOTICE OF PROPOSED RULE MAKING

In the matter of amendment of § 3.606, *Table of assignments* Television Broadcast Stations (Pittsburgh-Irwin, Pennsylvania); Docket No. 12255.

1. Notice is hereby given of proposed rule making in the above-entitled matter.

2. The Commission has before it for consideration a petition filed on September 24, 1957, by Television City, Inc., McKeesport, Pennsylvania, requesting the institution of rule making to amend § 3.606 of the Commission's rules and regulations by shifting the allocation of Channel 4+ from Irwin, Pennsylvania, to Pittsburgh, Pennsylvania.

3. In support of its request, Television City submits that it is the permittee of television station WTAE on Channel 4 at McKeesport, Pennsylvania, and that Channel 4 was assigned originally to Irwin rather than Pittsburgh since it was not technically feasible to make the assignment to Pittsburgh under the then-existing rules. Petitioner urges that the proposed amendment would conform to the rules; that the assignment of Channel 4 to Irwin was made in recognition of the need of the Pittsburgh area for additional service; that the assignment of Channel 4 to Pittsburgh is now possible in view of the recent amendment to § 3.611 (a) (4); that similar shifts have been made by the Commission; and that the proposal would improve the opportunities for more effective competition among a larger number of stations.

4. The Commission is of the view that a rule making proceeding should be instituted in this matter in order that interested parties may submit their views and relevant data.

5. Any interested party who is of the view that the proposed amendment should not be adopted, or should not be adopted in the form set forth herein, may file with the Commission on or before December 20, 1957, a written statement setting forth his comments. Comments supporting the proposed amendments may also be filed on or before the same date. Comments in reply to original comments may be filed within 10 days from the last date for filing said original comments. No additional comments may be filed unless (1) specifically

requested by the Commission or (2) good cause for the filing of such additional comments is established.

6. Authority for the adoption of the proposed amendment is contained in sections 4 (i), 301, 303 (c), (d), (f) and (r), 307 (b) and 316 of the Communications Act of 1934, as amended.

7. Television City, Inc., is presently authorized to construct a station on Channel 4 at McKeesport, Pennsylvania, and the rule making herein would shift this frequency to Pittsburgh. In the event the Commission decides to amend the rules as proposed, the Commission will determine what further steps should

be taken in light of this outstanding authorization.

8. In accordance with the provisions of § 1.764 of the Commission's rules and regulations, an original and 14 copies of all statements, briefs, or comments shall be furnished the Commission.

Adopted: November 20, 1957.

Released: November 22, 1957.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] MARY JANE MORRIS,
Secretary,
[F. R. Doc. 57-9842; Filed, Nov. 26, 1957;
8:59 a. m.]

NOTICES

DEPARTMENT OF THE TREASURY

Foreign Assets Control

HAIR OF CERTAIN ANIMALS, AND COTTON
AND SILK WASTE

IMPORTATION FROM COUNTRIES NOT IN AU-
THORIZED TRADE TERRITORY; APPLICATIONS
FOR LICENSES

Notice is hereby given that the Treasury Department is now prepared to consider applications for licenses under the Foreign Assets Control regulations (31 CFR 500.101 to 500.808) for the importation during 1958 of limited quantities of the following commodities from countries (other than Communist China and North Korea) not in the authorized trade territory:

Badger hair.
Camel hair.
Cotton waste.
Goat hair.
Horse mane hair, horse tail hair and other
horse hair.
Silk waste.
Yak hair.

Applications must be filed on or before
December 16, 1957.

Any person interested in importing any of the above-named commodities from a country (other than Communist China and North Korea) not in the authorized trade territory may obtain additional information and license application forms from the Foreign Assets Control, Treasury Department, Washington 25, D. C.

Attention is directed to the fact that the term "authorized trade territory" is defined in § 500.322 of the Foreign Assets Control regulations and that the term "countries (other than Communist China and North Korea) not in the authorized trade territory" as used herein includes Albania, Bulgaria, Czechoslovakia, the Eastern Zone of Germany, the Eastern Sector of Berlin, Estonia, Hungary, Laos (only those areas under Communist control), Latvia, Lithuania, Outer Mongolia, Poland and Danzig, Roumania, the Union of Soviet Socialist Republics, and Viet-Nam (only those areas under Communist control).

[SEAL] ELTING ARNOLD,
Acting Director,
Foreign Assets Control.

[F. R. Doc. 57-9890; Filed, Nov. 26, 1957;
8:59 a. m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

IDAHO

NOTICE OF PROPOSED WITHDRAWAL AND
RESERVATION OF LANDS

NOVEMBER 19, 1957.

The Department of Agriculture has filed an application, Serial No. Idaho 07977, for the withdrawal of the lands described below, from all forms of appropriation under the General Mining Laws. The applicant desires the land for a public service site.

For a period of thirty days from the date of publication of this notice, persons having cause may present their objections in writing to the undersigned official of the Bureau of Land Management, Department of the Interior, P. O. Box 2237, Boise, Idaho.

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

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

The lands involved in the application are:

PAYETTE NATIONAL FOREST

BOISE MERIDIAN, IDAHO

Buckhorn Bar Public Service Site

T. 19 N., R. 6 E.,
Sec. 33, SW $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$, E $\frac{1}{2}$ W $\frac{1}{2}$ SW $\frac{1}{4}$,
W $\frac{1}{2}$ E $\frac{1}{2}$ SW $\frac{1}{4}$.

Total area 90 acres.

J. R. PENNY,
State Supervisor.

[F. R. Doc. 57-9804; Filed, Nov. 26, 1957;
8:49 a. m.]

[Utah (I-6)]

UTAH

NOTICE OF PROPOSED WITHDRAWAL AND
RESERVATION OF LANDS; AMENDED

NOVEMBER 18, 1957.

Notice of an application, Serial No. U-010062, filed by the United States Department of Agriculture, for the withdrawal of land for administrative and other purposes was published in the FED-

ERAL REGISTER of April 13, 1955, Vol. 20, Pages 2428, 2429, and 2430. That notice is amended to exclude the following-described lands:

SALT LAKE MERIDIAN, UTAH

CACHE NATIONAL FOREST

Woodruff-Huntsville (Utah No. 39) Highway
Roadside Zone

A strip of land 100 feet on each side of the center line of Woodruff-Huntsville, Utah Highway No. 39, through the following legal subdivisions:

T. 9 N., R. 4 E.,
Sec. 11: SE $\frac{1}{4}$ SW $\frac{1}{4}$, NW $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 15: NE $\frac{1}{4}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$.
T. 10 N., R. 4 E.,
Sec. 1: SE $\frac{1}{4}$ NE $\frac{1}{4}$, Lots 3, 4;
Sec. 12: SW $\frac{1}{4}$ SE $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$,
W $\frac{1}{2}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 13: SW $\frac{1}{4}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, NE $\frac{1}{4}$ WN $\frac{1}{4}$,
NW $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 24: E $\frac{1}{2}$ SW $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$,
NE $\frac{1}{4}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 25: W $\frac{1}{2}$ W $\frac{1}{2}$;
Sec. 35: SE $\frac{1}{4}$ SE $\frac{1}{4}$.
T. 10 N., R. 5 E.,
Sec. 6: Lot 11.
T. 11 N., R. 4 E.,
Sec. 1: S $\frac{1}{2}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 25: W $\frac{1}{2}$ SE $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$.
T. 11 N., R. 5 E.,
Sec. 7: SW $\frac{1}{4}$ SE $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, Lots 2, 3;
Sec. 17: SE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 18: NW $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 19: W $\frac{1}{2}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 20: S $\frac{1}{2}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 30: W $\frac{1}{2}$ NW $\frac{1}{4}$.

VAL B. RICHMAN,
State Supervisor.

[F. R. Doc. 57-9805; Filed, Nov. 26, 1957;
8:49 a. m.]

Office of the Secretary

DIRECTOR, BUREAU OF MINES

DELEGATION OF AUTHORITY TO NEGOTIATE A
CONTRACT FOR THE OBTAINING OF AN
EICKHOFF MINING MACHINE FOR RESEARCH
CONCERNING THE LONGWALL MINING
METHOD

1. The Director, Bureau of Mines, is authorized to exercise, subject to the provisions of 2 below, the authority delegated by the Administrator of General Services (22 F. R. 8862) to the Secretary of the Interior, to negotiate, without advertising, under section 302 (c) (10) of the Federal Property and Administrative Services Act of 1949, as amended (41 U. S. C., 252 et seq.), a contract required by the Bureau of Mines in the administration of its program for research work in connection with the adaptability of a new type of mining machine manufactured by the Eickhoff Mining Machine Company to the mining of anthracite coal.

2. The authority granted in 1 above does not include authority to make the determination required by section 302 (c) (10) of the act if the amount involved is in excess of \$25,000. The authority granted shall be exercised in accordance with applicable limitations and requirements of the act, particularly sections 304 and 305 thereof, and in accordance with policies, procedures and controls prescribed by the General Services Administration. In addition to the information specified in section 302 (c) (10) of the

act, a copy of the contract and any amendments thereto shall be supplied the General Services Administration.

3. The Director, Bureau of Mines, may, in writing, redelegate or authorize written redelegation of the authority granted in 1 above. Any such redelegation shall be published in the FEDERAL REGISTER.

November 21, 1957.

FRED A. SEATON,
Secretary of the Interior.

[F. R. Doc. 57-9807; Filed, Nov. 26, 1957;
8:51 a. m.]

DEPARTMENT OF AGRICULTURE

Office of the Secretary

MISSISSIPPI

DESIGNATION OF AREA FOR PRODUCTION EMERGENCY LOANS

For the purpose of making production emergency loans pursuant to section 2 (a) of Public Law 38, 81st Congress (12 U. S. C. 1148a-2 (a)), as amended, it has been determined that in the following counties in the State of Mississippi a production disaster has caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

MISSISSIPPI

Adams.	Jefferson.
Attala.	Lee.
Carroll.	Monroe.
Holmes.	Yazoo.

Pursuant to the authority set forth above, production emergency loans will not be made in the above-named counties after December 31, 1958, except to applicants who previously received such assistance and who can qualify under established policies and procedures.

Done at Washington, D. C., this 22d day of November 1957.

[SEAL] TRUE D. MORSE,
Acting Secretary.

[F. R. Doc. 57-9838; Filed, Nov. 26, 1957;
8:58 a. m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 11710 etc.; FCC 57-1258]

KNORR BROADCASTING CORP. ET AL.

ORDER AMENDING ISSUES

In re applications of Knorr Broadcasting Corporation, Lansing, Michigan; Docket No. 11710, File No. BP-10391; Capitol Broadcasting Company, East Lansing, Michigan; Docket No. 11848, File No. BP-10604; W. A. Pomeroy, Tawas City-East Tawas, Michigan; Docket No. 11849, File No. BP-10629; for construction permits.

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 20th day of November 1957;

The Commission having under consideration a petition to enlarge issues and to amend designation order in the above-captioned proceeding, filed by the

Chief of the Commission's Broadcast Bureau on October 8, 1957, and to which no opposition has been filed;

It appearing that enlargement of the issues and amendment of the designation order in the manner requested is self-explanatory, and is necessary to the conduct of the above-described proceeding;

It is ordered, That the above-described petition of the Chief, Broadcast Bureau is granted, and that the order of designation (FCC 56-999) in the above-entitled proceeding, released October 22, 1956, is amended in the following respects:

(a) That Issue No. 3 be modified to read as follows: "To determine whether, because of the interference received, the proposals of the Knorr Broadcasting Corporation, Capitol Broadcasting Company and W. A. Pomeroy would comply with § 3.28 (c) of the Commission's rules; and if compliance with § 3.28 (c) is not achieved, whether circumstances exist which would warrant a waiver of said section of the rules."

(b) That Issues Nos. 3 through 8 be renumbered 4 through 9, respectively, and that a New Issue No. 3 be added as follows: "To determine whether the proposed operation of W. A. Pomeroy would cause interference to the operation of a Canadian station at Blind River, Ontario, in violation of the terms of the North American Regional Broadcasting Agreement."

(c) That an additional ordering clause be added to read as follows: "It is further ordered, That, pursuant to § 1.300 (e) and the note to § 3.28 (b) of the Commission's rules, the hearing herein ordered shall be governed by the procedures established in § 1.300 (c)."

Released: November 21, 1957.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 57-9843; Filed, Nov. 26, 1957;
8:59 a. m.]

[Docket No. 11972; FCC 57-1266]

AMERICAN TELEPHONE AND TELEGRAPH CO.
ET AL.

MEMORANDUM OPINION AND ORDER AMENDING ISSUES

In the matter of American Telephone and Telegraph Company, et al.; Docket No. 11972; lease and maintenance of equipment and facilities for private communication systems.

1. The Commission has before it (a) a Petition for Reconsideration filed June 26, 1957, by Petroleum Industry Electrical Association (PIEA), requesting that the Commission reconsider its Memorandum Opinion and Order of May 29, 1957, which denied petitions of PIEA and Motorola, Inc. for enlargement of the issues herein and other modifications of the Commission's Order of March 27, 1957, instituting these proceedings; (b) a statement in support of the petition of PIEA filed by Motorola, Inc. on August 30, 1957; (c) a statement of the Department of Justice filed on September 6,

1957; (d) replies to the petition of PIEA and the statement of the Department of Justice filed by American Telephone and Telegraph Company (AT&T) on July 8, and September 16, 1957 respectively, and by United States Independent Telephone Association on September 30, 1957; (e) a "Response to Commission Action on Intervention and Amendment of Issues" filed by Motorola on September 24, 1957; (f) a "Reply Statement of the Department of Justice" filed October 4, 1957; (g) a "Petition for Amendment of Hearing Order or for Other Relief" filed by Motorola on September 10, 1957; and (h) an opposition to Motorola's last named petition filed by AT&T on September 20, 1957; and (i) a "Reply to Respondent's Opposition" filed by Motorola on September 27, 1957.

2. The principal questions presented by the above listed plethora of pleadings may be summarized as follows: (a) Should the issues herein be modified so as to include consideration herein of matters relating to the lessening of competition and anti-trust law violations, which allegedly will result from AT&T's Tariff FCC No. 235, as bearing on the preliminary question as to the Commission's jurisdiction over the service to which the tariff applies; (b) does the Consent Decree (Final Judgment) entered in the U. S. District Court for the District of New Jersey¹ prohibit AT&T and its subsidiaries from furnishing the service to which the tariff applies regardless of whether it is a common carrier communication service subject to this Commission's regulatory jurisdiction under Title II of the Communications Act of 1934, as amended? Certain collateral questions are also raised by the various pleadings and those will be dealt with hereinafter.

3. At the outset, it should be stated that, of course, the Commission will consider the competitive matters which have been raised in connection with AT&T's Tariff FCC No. 235 insofar as they bear upon the public interest determinations which the Commission is required to make herein. It has not relegated such matters "to a subordinate role" as alleged by PIEA and Motorola. However, as we indicated in our Memorandum Opinion and Order of May 29, 1957, the competitive effects of AT&T's tariff have no materiality to a determination of the question as to whether the service covered by the tariff is a common carrier communication service subject to our jurisdiction. Obviously, we are not ousted from jurisdiction over a common carrier communication service merely because it presents problems of competition. Only if the question of our jurisdiction, which is the subject of the initial stage of the proceeding herein, is resolved in the affirmative will it be necessary or proper for the Commission to

¹ Inasmuch as the Statement of the Department of Justice appeared to request enlargement of the issues herein, the Commission by letter of September 19, 1957, advised the Department that it would be treated as a party intervenor herein and that its statement would be regarded as a petition to amend the issues.

² CA 17-49.

consider the merits of the tariff under the standard of justness and reasonableness which is the statutory test all tariffs applicable to common carrier communications services subject to our jurisdiction must satisfy. Such test would apply not only to the specific rates and regulations of AT&T's proposed tariff, but also to whether the leasing and maintenance activities embraced by the tariff constitute a just and reasonable classification of communication service (see section 201 of the Communications Act). In connection with such determinations, the competitive questions raised by the Justice Department and other parties herein would be material and relevant to no lesser extent than any other considerations which bear upon the justness and reasonableness of AT&T's tariff. This is equally true with respect to the questions which have been raised as to the possible conflicts which may arise between AT&T's tariff filed under Title II of the Communications Act and the Commission's policies and regulations regarding radio operations under Title III of the act. However, determination of these matters is not essential to a determinative question as to whether we are here dealing with an undertaking which has the attributes of a common carrier communication service within the meaning of the Communications Act.

4. With respect to the construction to be given to the Consent Decree (Final Judgment), referred to above, we, of course, have given careful consideration to the views of the Department of Justice, which was a party signatory to the Decree and whose responsibility it is to enforce the anti-trust laws of the United States. Justice, in its most recent pleading herein, has apparently taken the position that the Decree absolutely prohibits the respondents from leasing and maintaining equipment and facilities for private mobile communications systems as described in the tariff here at issue, whether or not this service is found to be a common carrier communication service. AT&T, the other party to the Decree, has taken an opposite view. Under such circumstances of disagreement between the parties to the decree, it would appear that the most logical course to be followed in effectively resolving the conflict of interpretation is for one or both of the parties to apply to the court in which the Decree was rendered for such interpretation or clarification of the Decree as may be necessary. By the terms of the Decree (Section XVII), that court appears to have retained continuing jurisdiction for this very purpose, among others. Obviously, this Commission has no standing to apply for such a determination. As we stated in our previous Memorandum Opinion of May 29, 1957, and as will be more fully developed hereinafter, we have been unable to find any basis in the specific language of the Decree to support the contention of PIEA and Justice as to the effect of the Decree. If, as has been contended, it is the intent of the Decree to absolutely prohibit the service, regulated or unregulated, then to the extent that such intent is not evi-

dent from the plain language on the face of the Decree, it would appear that only the court having original jurisdiction of the cause in which the Decree was entered may competently look beyond such language.

5. Justice has suggested, without citing any authority therefor, that resort to that court may be premature in view of the pendency of the present proceeding. However, we cannot see that the instant proceeding is a bar to such action. The court has continuing jurisdiction as specified in section XVII of the Decree to issue orders and directions for the construction or carrying out of the Decree. It is difficult to see how these proceedings can oust the court from such jurisdiction. It is of the utmost importance that the uncertainties of the situation be resolved as quickly as possible. Numerous radio station licensees of the Commission now utilize communications equipment under lease-maintenance agreements with AT&T and its subsidiaries. Many of these licensees utilize radio services which are necessary to the public safety and to important economic enterprises. It is essential that these licensees know well in advance of January 24, 1961, whether they may continue to utilize radio equipment under their current arrangements or whether they must seek new arrangements. In the absence of a timely and firm resolution of this uncertainty in the forum which has primary jurisdiction, radio services which cannot tolerate discontinuity of service may well be faced with such an eventuality. These uncertainties are compounded by the fact that numerous State jurisdictions are also involved to the extent that tariffs covering lease-maintenance activities by AT&T subsidiaries may be filed in each such jurisdiction. In addition to these latter considerations, it is evident also that to await the outcome of time-consuming proceedings before this Commission and possibly various State jurisdictions prior to seeking action in the Court of primary jurisdiction would result in a wasteful expenditure of time, expenses and energies by the various interested persons and this Commission. Accordingly, if it is indicated to the Commission within the next 20 days from the date of issuance of this Memorandum Opinion and Order that the Department of Justice or AT&T is taking steps to apply to the court for construction or modification of the Decree in this respect, the Commission will give consideration to postponing further proceedings herein pending action by the Court. Otherwise, the proceedings herein will continue in their normal course.

6. Should it be determined, on the basis of the hearings to be held in the initial stage of these proceedings, that the service is not a common carrier communication service subject to the Commission's jurisdiction under Title II of the Communications Act, the question as to the effect of the Decree in this respect becomes moot so far as this Commission's Title II regulatory authority is concerned. If, on the other hand, it should be determined that the service is a common carrier communication service

subject to our Title II authority, then an interpretation of the Decree becomes essential to the further course of the proceedings herein in order to determine, as a question of law, the effect of the Decree on the legal capacity of AT&T to furnish the service to which its tariff is applicable. If no other competent interpretation has been promulgated at that point, it will be incumbent upon the Commission in the performance of its statutory duties concerning a tariff falling within its regulatory jurisdiction to place its own interpretation upon the Decree. As we stated in our Memorandum Opinion of May 29, 1957 herein, we have been unable to find any basis in the specific language of the Decree to support the contention of Justice and PIEA that AT&T is absolutely prohibited from engaging in lease-maintenance service, regardless of whether the service is subject to public regulation. None of the arguments advanced in the recent pleadings herein have served to change our opinion in this respect. In this connection, two principal arguments have been advanced by PIEA and Justice, respectively, with respect to the interpretation advocated by them. PIEA argues that the clause "the charges for which are not subject to public regulation" which is found in clause (d) of section V of the Consent Decree amounts to an adjudication by the court that the charges of AT&T for private systems are "inherently and generically beyond rate regulation." Justice in its Reply Statement appears to advance the argument that, because section V of the Decree gives AT&T five years to terminate lease-maintenance agreements, it must have been contemplated that lease-maintenance service was absolutely barred thereunder. Section V of the Decree reads, in pertinent part, as follows:

The defendant AT&T is enjoined and restrained from engaging, either directly, or indirectly through its subsidiaries other than Western and Western's subsidiaries, in any business other than the furnishing of common carrier communications services; provided, however, that this Service V shall not apply to . . . (d) for a period of five (5) years from the date of this Final Judgment, leasing and maintaining facilities for private communications systems, the charges for which are not subject to public regulation, to persons who are lessees from defendants or their subsidiaries of such systems forty-five (45) days after the date of this Final Judgment . . .

If it had been the intent of the Final Judgment to prohibit the leasing and maintaining of private communications facilities by AT&T under any circumstances, the italicized clause would not have been necessary. Moreover, it does not appear that in the context of the proceeding which resulted in the Final Judgment, the court was in a position to adjudicate the question of whether the service contemplated by AT&T's Tariff FCC No. 235 is a common carrier communications service subject to regulation by this Commission under the applicable provisions of the Communications Act. As we read this section in the overall context of the Decree, it appears clear that only such activities as are not subject to public regulation,

including that lease-maintenance service which was then not so subject, are prohibited. The fact that the Decree gives a five year grace period for discontinuing that part of the business not so regulated would not appear to prohibit that same business if it becomes subject to regulation. In fact, the interpretation advocated by Justice would appear to conflict with the definition of "common carrier communication service" contained elsewhere in the Decree which expressly recognizes the possibility of service which may become subject to regulation in the future. Accordingly, on the basis of the arguments hitherto advanced with respect to this question of law, we are still of the opinion that, in the event that the service governed by AT&T's Tariff F. C. C. No. 235 shall be determined to be a common carrier communication service subject to our regulatory jurisdiction under Title II, the rendition of such service by AT&T is not barred by the terms of the Decree.

7. One other matter advanced by PIEA is that in refusing to include an issue herein with respect to the AT&T Consent Decree, the Commission is not consistent with its action in the ABC-Paramount merger case.⁸ PIEA alleges that in that case we included an issue as to whether the proposed merger of ABC and Paramount would pose any conflict with the terms of an existing consent decree involving Paramount. In the Paramount case, there was no question of a "conflict" in the sense that the petitioner alleges in connection with this case. In the former, we gave consideration (1) to the performance by Paramount of its general obligations under the decree as a factor bearing upon its qualifications and (2) to whether under color of the decree Paramount had affected transfer of control of radio stations prior to Commission approval. There was no question of a conflict between that consent decree and the transfer of control sought by the applications there involved.⁹

8. Both PIEA and Justice raise questions with respect to the applicability of the Clayton Act¹⁰ to the proposed tariff. PIEA requests that we institute proceedings under the provisions of section 11 of that act against AT&T. It must be remembered that the Commission in this proceeding is dealing with a tariff purportedly filed with it under section 203 of the Communications Act, and is following the procedures prescribed elsewhere in the Communications Act in connection with the review of such tariffs. Should it subsequently appear that substantial Clayton Act questions are involved in connection with the proposed service, and that other procedures such as those contained in section 11 of the Clayton Act are required in order to

resolve such questions, the Commission will give consideration to instituting appropriate proceedings to that end. Meanwhile, as we have previously stated, we will give consideration to any competitive implications which may be presented herein in connection with the reasonableness of the classification represented by the tariff here at issue, in the event that it is determined that the Commission has jurisdiction over the proposed service.

9. Certain other matters urged by the parties are directed to the question of whether or not the service governed by the tariff possesses the attributes of a common carrier communication service. This matter is already in issue in the initial stage of the proceeding, and the arguments advanced, as well as any evidentiary matters bearing thereon, will be given due consideration in connection with this issue.

10. A question unrelated to those discussed above is presented by the "Petition for Amendment of Hearing Order or for Other Relief" filed by Motorola on September 10, 1957. The question involves the applicability of the certification requirements of section 214 (a) of the Communications Act¹¹ to the lease-maintenance activities contemplated by the proposed tariff of AT&T in the event it is determined that such activities constitute a common carrier communications service within the meaning of the act. This petition requests that the Commission take action as follows:

(A) Issue an amended hearing order deleting Issue No. 3 from the original hearing order and substitute therefor a new paragraph substantially as follows:

It is further ordered, That in the event it is determined under Issues (1) and (2) above that the lease and maintenance of private mobile communications systems as proposed or contemplated by respondents constitute a communications service subject to the jurisdiction of the Commission under Title II of the act, consideration of the proposal on its merits shall be subject to the filing by respondents of an appropriate application for

⁸Section 214, in pertinent part, reads as follows: "No carrier shall undertake the construction of a new line or of an extension of any line, or shall acquire or operate any line, or extension thereof, or shall engage in transmission over or by means of such additional or extended line, unless and until there shall first have been obtained from the Commission a certificate that the present or future public convenience and necessity require or will require the construction, or operation, or construction and operation, of such additional or extended line: Provided, That no such certificate shall be required under this section for the construction, acquisition, or operation of (1) a line within a single State unless such line constitutes part of an interstate line, (2) local, branch, or terminal lines not exceeding ten miles in length, or (3) any line acquired under section 221 or 222 of this Act: Provided further, That the Commission may, upon appropriate request being made, authorize temporary or emergency service, or the supplementing of existing facilities, without regard to the provisions of this section. . . . As used in this section the term 'line' means any channel of communication established by the use of appropriate equipment, other than a channel of communication established by the interconnection of two or more existing channels: * * *

certificates of public convenience and necessity, pursuant to section 214 of the act and Part 63 of the Commission's regulations.

(B) In the alternative, strike the tariff with leave for resubmission as part of an application for a certification of convenience and necessity under Rule 63.01.

The request in alternative (B) is easily disposed of. If the Commission were to grant this request, it would be doing precisely what the Supreme Court stated to be error in *Powell v. U. S.*, 300 U. S. 276 (1937) cited by Petitioner. Certain of the cases cited by Petitioner in support of the relief requested in Alternative B arose under Parts II and III of the Interstate Commerce Act, applicable to motor carriers and water carriers, respectively, the provisions of which are different from those here involved of the Communications Act. The other cases cited by Petitioner which arose under the Communications Act were concerned directly with the application of section 214 of the act and involved no tariff question. If we were to adopt alternative (A), moreover, we would in effect be dismissing the instant proceeding, for if respondents declined to file applications for certificates under section 214 of the act, the effect of our refusal to consider the merits of this case would be to permit the tariff to become effective as if no proceeding had been instituted. In this connection, it is to be kept in mind that AT&T's Tariff FCC No. 235, which was filed to become effective March 28, 1957, was suspended by the Commission for the maximum statutory period of three months until June 28, 1957; and that by subsequent voluntary action of AT&T, the effective date of the tariff has been postponed from time to time, in order to permit resolution of the questions at issue in the proceedings. Therefore, in the absence of further voluntary postponements by AT&T, or withdrawal by AT&T of the tariff, or an order duly entered by this Commission, after hearing, the tariff would become effective, as filed. This result we cannot believe is desired by Petitioner. The Petitioner, however, does raise certain questions with respect to the applicability of section 214 which should be resolved. Although it is well settled that the courts, not the Commission, must finally determine this question¹², it would appear appropriate for the Commission to consider the applicability of section 214 to the proposed service of AT&T in order to ascertain whether it should take any action looking toward such a determination. We are therefore modifying our hearing order of March 27, 1957 herein to include an appropriate issue.

11. Accordingly, it is ordered, That the Commission's Order of March 27, 1957, herein is hereby modified so as to add the following issue for consideration in connection with the second stage of the proceedings, in the event that the Commission determines that the service contemplated by AT&T Tariff FCC No. 235 is a common carrier communication service subject to its regulatory authority under Title II of the act:

¹² *Texas & Pac. Ry. Co. v. Gulf, C. & S. F. Ry. Co.*, 210 U. S. 266; *Powell v. U. S.*, supra.

⁸ 8 R. R. 541 (Docket No. 10031 et al.).

⁹ The Paramount case involved applications for radio authorizations under Title III of the act. To the extent that the acts of the applicants leading up to the Decree reflected upon their qualifications to become licensees, the Decree was also indirectly involved therein. The instant case, however, does not involve radio applications of AT&T.

¹⁰ 38 Stat. 730; 15 U. S. C. A. Sec. 12 et seq.

(4) Whether any authorization or certificate from the Commission pursuant to the provisions of section 214 of the Communications Act of 1934, as amended, is required by respondents before they may lawfully provide the service to which the above-mentioned tariff is applicable, and, if so, what action should be taken by the Commission to enforce compliance by respondents with such requirement.

It is further ordered, That the aforementioned petitions are denied, except as heretofore indicated.

Adopted: November 20, 1957.

Released: November 21, 1957.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 57-9844; Filed, Nov. 26, 1957;
8:59 a. m.]

[Docket No. 11982 etc.; FCC 57M-1151]

ENTERPRISE BROADCASTING CO. ET AL.

ORDER SCHEDULING HEARING

In re applications of Enterprise Broadcasting Company, Fresno, California; Docket No. 11982, File No. BP-10319; Air Waves, Incorporated (KONG), Visalia, California; Docket No. 11983, File No. BP-10432; Radio Dinuba Company (KRDU), Dinuba, California; Docket No. 11984, File No. BP-10735; for construction permits.

It is ordered, This 20th day of November 1957, that the further prehearing conference in the above-entitled matter presently scheduled for December 12, 1957, is cancelled; and

It is further ordered, That a further prehearing conference is hereby scheduled to commence at 2:00 p. m., November 21, 1957, in the Commission's offices in Washington, D. C., and the hearing proper is hereby scheduled to commence at 10:00 a. m., December 12, 1957, in the Commission's offices in Washington, D. C.

Released: November 20, 1957.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 57-9845; Filed, Nov. 26, 1957;
8:59 a. m.]

[Docket Nos. 12128, 12129; FCC 57M-1156]

ALLEGAN COUNTY BROADCASTERS AND BOOTH
RADIO & TELEVISION STATIONS, INC.
(WJVA)

ORDER CONTINUING HEARING

In re applications of Allegan County Broadcasters, Allegan, Michigan; Docket No. 12128, File No. BP-10928; Booth Radio & Television Stations, Inc. (WJVA), South Bend, Indiana; Docket No. 12129, File No. BP-11107; for construction permits.

The Hearing Examiner having under consideration a petition filed November

19, 1957, by counsel for the Broadcast Bureau, requesting that the hearing in the above-entitled proceeding presently scheduled for November 21, 1957, be continued until December 4, 1957, at 11 a. m.;

It appearing, that counsel for the other parties to this proceeding have indicated to petitioner their consent to the immediate consideration and grant of the petition and good cause has been shown therefor;

It is ordered, This 20th day of November 1957 that the petition be and it is hereby granted and the hearing in the above-entitled proceeding be and it is hereby continued from November 21, 1957, to December 4, 1957, at 11 a. m.

Released: November 21, 1957.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 57-9846; Filed, Nov. 26, 1957;
8:59 a. m.]

[Docket No. 12179 etc.; FCC 57M-1155]

RADIO ST. CROIX, INC., ET AL.

ORDER CONTINUING HEARING

In re applications of Radio St. Croix, Incorporated, New Richmond, Wisconsin; Docket No. 12179, File No. BP-10925; Florida East Coast Broadcasting Company, Inc., South St. Paul, Minnesota; Docket No. 12180, File No. BP-11170; Hennepin County Broadcasting Company, Golden Valley, Minnesota; Docket No. 12181, File No. BP-11341; for construction permits.

The Hearing Examiner having under consideration the necessity of a continuance;

It appearing that a fourth application is on file which may have to be designated for hearing in consolidation with the above-entitled applications and that a prehearing conference was held on November 20, 1957, at which time the matter was discussed; and

It further appearing that the date for commencement of hearing should be continued;

It is ordered, This 20th day of November 1957, that the hearing now scheduled to commence on November 25, 1957, is continued indefinitely.

Released: November 21, 1957.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 57-9847; Filed, Nov. 26, 1957;
8:59 a. m.]

[FCC 57-1287; Amdt. 0-37]

STATEMENT OF ORGANIZATION, DELEGATIONS OF AUTHORITY AND OTHER INFORMATION FORFEITURES

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 20th day of November 1957;

The Commission having under consideration the necessity for amending section 0.292 (d) of its Statement of Delegations of Authority to authorize the Chief of the Safety and Special Radio Services Bureau, or in his absence, the Acting Chief of the Bureau, to make determinations and notifications of incurrences of forfeitures under the provisions of sections 364, 386 and 507 of the Communications Act of 1934, as amended;

It appearing that such amendment is designed to improve the internal administration of the Commission's functions and will facilitate the prompt and orderly handling of the above-described matters; and

It further appearing that the amendment herein ordered relates to internal Commission order and procedure and that publication of notice of proposed rule making pursuant to section 4 (a) of the Administrative Procedures Act is not required; and

It further appearing that authority for the proposed amendment is contained in sections 4 (i) and 5 (d) (1) of the Communications Act of 1934, as amended;

It is ordered, That, effective November 20, 1957, section 0.292 (d) of the Commission's Statement of Delegations of Authority is amended to read as follows:

(d) Make determination and notification of incurrence of forfeitures under the provisions of sections 364, 386 and 507 of the Communications Act.

Released: November 22, 1957.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 57-9848; Filed, Nov. 26, 1957;
8:59 a. m.]

[FCC 57-1285; Amdt. 0-36]

STATEMENT OF ORGANIZATION, DELEGATIONS OF AUTHORITY AND OTHER INFORMATION

LINE OF SUCCESSION IN EVENT OF EMERGENCY

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 20th day of November 1957:

The Commission having under consideration the necessity for amending section 0.217 (d) of the Commission's Statement of Organization, Delegations of Authority, and other information, to modify a line of succession in the event of the inability of the Commission to function at its offices in Washington, D. C., resulting from disaster or the threat of disaster from enemy attack or from natural causes;

It appearing that such amendment is designed to improve the internal administration of the Commission and will facilitate the prompt and orderly conduct of the Commission's functions under conditions of emergency;

It further appearing that the amendment herein ordered relates to internal Commission organization and procedure and, therefore, compliance with the public notice and rule making procedures

prescribed by sections 4 (a) and (b) of the Administrative Procedure Act is not required;

It further appearing that authority for the proposed amendment is contained in sections 4 (i) and 5 (b) of the Communications Act of 1934, as amended; It is ordered, That, effective November 20, 1957, section 0.217 (d), of the aforementioned statement is amended to read as follows:

(d) In descending order, the designated occupants of the following positions are delegated full responsibility and authority to act for the Commission during an emergency in which higher authority is not present or is unable to act:

1. Chairman.
2. The Defense Commissioner.
3. An Alternate Defense Commissioner.
4. Any other Commissioner.
5. The Chief, Field Engineering and Monitoring Bureau.
6. The General Counsel.
7. The Chief Engineer.
8. The Chief, Safety and Special Radio Services Bureau.
9. The Chief, Broadcast Bureau.
10. The Chief, Common Carrier Bureau.
11. The Executive Officer.
12. The Assistant Chief, Field Engineering and Monitoring Bureau.
13. The Associate General Counsel.
14. The Assistant Chief Engineer.
15. The Assistant Chief, Safety and Special Radio Services Bureau.
16. The Assistant Chief, Broadcast Bureau.
17. The Assistant Chief, Common Carrier Bureau.
18. The Chief of a Division ranking in the same order as indicated in items 5 through 10, inclusive.

Released: November 22, 1957.

FEDERAL COMMUNICATIONS
COMMISSION,
MARY JANE MORRIS,
Secretary.

[F. R. Doc. 57-9849; Filed, Nov. 26, 1957;
8:59 a. m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-88]

AEROJET-GENERAL NUCLEONICS

NOTICE OF APPLICATION FOR UTILIZATION
FACILITY LICENSE

Please take notice that on November 12, 1957, Aerojet-General Nucleonics, San Ramon, California, filed an application under section 104c of the Atomic Energy Act of 1954 for a license to construct, possess and operate at San Ramon a pool-type nuclear reactor designed to operate at a power level of one watt and designated by the applicant as Model AGN-211.

A copy of the application is on file in the AEC Public Document Room located at 1717 H Street NW., Washington, D. C.

Dated at Washington, D. C., this 19th day of November 1957.

For the Atomic Energy Commission.

FRANK K. PITTMAN,
Deputy Director,
Division of Civilian Application.

[F. R. Doc. 57-9797; Filed, Nov. 26, 1957;
8:46 a. m.]

No. 239-6

FEDERAL POWER COMMISSION

[Docket No. E-6786]

IOWA PUBLIC SERVICE CO.

NOTICE OF APPLICATION FOR ORDER AUTHORIZING
ISSUANCE OF UNSECURED PROMISSORY NOTES

NOVEMBER 21, 1957.

Take notice that on November 18, 1957, an application was filed with the Federal Power Commission pursuant to section 204 of the Federal Power Act by Iowa Public Service Company ("Applicant"), a corporation organized under the laws of the State of Iowa and doing business in the States of Iowa, South Dakota, and Nebraska, with its principal business office at Sioux City, Iowa, seeking an order authorizing the issuance of \$8,000,000 unsecured promissory notes. Applicant has made arrangements to borrow the funds from banks listed below:

Guaranty Trust Company of New York	\$6,000,000
Bankers Trust Company, New York	1,000,000
The First National Bank of Chicago	1,000,000
Total	8,000,000

and will issue to said banks the unsecured promissory notes referred to above with borrowings to be made from each bank proportionately. Applicant proposes, from time to time prior to September 1, 1958, to borrow from the aforesaid banks and to evidence such borrowings by the issue of its notes payable to the banks. Each note is to be dated as of the date of the borrowing which it evidences and shall bear interest from its date and shall mature September 30, 1958. Each note is to bear interest at the prime credit rate current at the time of borrowing. The arrangements contemplate that the aggregate principal amount of the notes shall not exceed \$8,000,000 at any one time outstanding and Applicant may prepay said notes at any time without premium. Applicant proposes to use the proceeds from the sale of the aforesaid notes to provide a portion of the funds required for the construction or acquisition of permanent improvements, extensions and additions to its property.

Any person desiring to be heard or to make any protest with reference to said application should, on or before the 13th day of December 1957, file with the Federal Power Commission, Washington 25, D. C., petitions or protests in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). The application is on file and available for public inspection.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 57-9821; Filed, Nov. 26, 1957;
8:55 a. m.]

[Docket No. G-12052]

MANUFACTURERS LIGHT AND HEAT CO.

NOTICE OF APPLICATION AND DATE OF
HEARING

NOVEMBER 21, 1957.

Take notice that The Manufacturers Light and Heat Company (Applicant),

a Pennsylvania corporation, having its principal place of business at 800 Union Trust Building, Pittsburgh, Pennsylvania, filed on February 20, 1957, an application, pursuant to section 7 of the Natural Gas Act, for a certificate of public convenience and necessity authorizing the construction and operation of the necessary taps on its existing transmission lines, together with certain service facilities, in order to render interruptible natural gas service to Wheeling Steel Corporation in Cross Creek District, Brooke County, West Virginia, and Dyfoam Corporation in New Castle, Lawrence County, Pennsylvania, subject to the jurisdiction of the Commission, all as more fully represented in the application, which is on file with the Commission and open for public inspection.

Applicant proposes to construct and operate a tap, metering and regulating equipment and miscellaneous valves and fittings on its existing Line No. 5 and approximately 60 feet of 2-inch service line to serve Wheeling Steel Corporation, North Follansbee, Brooke County, West Virginia, which company is planning to use natural gas as a raw material in the production of benzene by hydrogenation in connection with its coke oven operations.

Applicant also proposes to construct and operate a tap, metering and regulating equipment and miscellaneous valves and fittings and 300 feet of 4-inch service line from its existing transmission Line No. 1395 to serve Dyfoam Corporation, which uses gas to generate steam for expanding plastic material and for making insulation shapes in presses.

The estimated requirements of the two customers are as follows:

	Annual Day	Maximum
	(Mcf)	(Mcf)
Wheeling Steel	12,600	48
Dyfoam	39,600	150

The estimated cost of the proposed construction to serve Wheeling Steel Corporation is \$1,775, and the cost of that to serve Dyfoam Corporation, \$3,150.

This matter is one that should be disposed of as promptly as possible under the applicable rules and regulations, and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on December 23, 1957, at 9:30 a. m., e. s. t., in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D. C., concerning the matters involved in and the issues presented by such application: *Provided, however*, That the Commission may, after a non-contested hearing, dispose of the proceedings pursuant to the provisions of § 1.30 (c) (1) or (c) (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Com-

mission, Washington 25, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before December 12, 1957. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 57-9822; Filed, Nov. 26, 1957;
8:56 a. m.]

[Docket No. G-13735]

TEXAS CO.

ORDER FOR HEARING AND SUSPENDING
PROPOSED CHANGE IN RATES

NOVEMBER 21, 1957.

The Texas Company (Texas), on October 23, 1957, tendered for filing a proposed change in its presently effective rate schedule for sales of natural gas subject to the jurisdiction of the Commission. The proposed change, which constitutes an increased rate and charge, is contained in the following designated filing:

Description: Notice of change, undated.
Purchaser: Northern Natural Gas Company.

Rate schedule designation: Supplement No. 5 to Texas' FPC Gas Rate Schedule No. 7.

Effective date: January 1, 1958 (effective date is the effective date proposed by Texas).

In support of the proposed periodic rate increase, Texas states that the increase is one of a series of periodic adjustments, all comprising one overall contract consideration; is required to partially compensate it for increasing costs and diminishing successful discoveries, and similar gas is being purchased by Northern Natural Gas Company in the area for as much as 16½ cents per Mcf. Texas also cites wage increases of 6 percent in May 1957 and increases in cost of steel of 3 percent in February 1957 and 5 percent in July 1957.

The increased rate and charge so proposed has not been shown to be justified, and may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the said proposed change, and that Supplement No. 5 to Texas' FPC Gas Rate Schedule No. 7 be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), a public hearing be held upon a date to be fixed by notice from the Secretary concerning the lawfulness of the proposed increased rate and

charge contained in Supplement No. 5 to Texas' FPC Gas Rate Schedule No. 7.

(B) Pending such hearing and decision thereon, said supplement be and it is hereby suspended and the use thereof deferred until June 1, 1958, and until such further time as it is made effective in the manner prescribed by the Natural Gas Act.

(C) Neither the supplement hereby suspended, nor the rate schedule sought to be altered thereby, shall be changed until this proceeding has been disposed of or until the period of suspension has expired, unless otherwise ordered by the Commission.

(D) Interested State commissions may participate as provided by §§ 1.8 and 1.37 (f) of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37 (f)).

By the Commission (Commissioners Digby and Kline Dissenting).

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 57-9823; Filed, Nov. 26, 1957;
8:56 a. m.]

[Docket No. G-13736]

WOODLEY PETROLEUM CO.

ORDER FOR HEARING AND SUSPENDING
PROPOSED CHANGE IN RATES

NOVEMBER 21, 1957.

Woodley Petroleum Company (Woodley), on October 23, 1957, tendered for filing a proposed change in its presently effective rate schedule for sales of natural gas subject to the jurisdiction of the Commission. The proposed change, which constitutes an increased rate and charge, is contained in the following designated filing:

Description: Notice of change, dated October 18, 1957.

Purchaser: Louisiana Nevada Transit Company.

Rate schedule designation: Supplement No. 5 to Woodley's FPC Gas Rate Schedule No. 6.

Effective date: November 23, 1957 (effective date is the first day after expiration of the required thirty days' notice).

In support of the proposed redetermined rate increase, Woodley mentions arm's length bargaining; similar gas being sold in the general area for higher prices, and the proposed rate is below the fair market value and is just and reasonable and required because of increased expenses.

The increased rate and charge so proposed has not been shown to be justified, and may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the said proposed change, and that Supplement No. 5 to Woodley's FPC Gas Rate Schedule No.

¹Present rate previously suspended and is in effect subject to refund in Docket No. G-9772.

6 be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly Sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the Regulations under the Natural Gas Act (18 CFR Ch. I), a public hearing be held upon a date to be fixed by notice from the Secretary concerning the lawfulness of the proposed increased rate and charge contained in Supplement No. 5 to Woodley's FPC Gas Rate Schedule No. 6.

(B) Pending such hearing and decision thereon, said supplement be and it is hereby suspended and the use thereof deferred until April 23, 1958, and until such further time as it is made effective in the manner prescribed by the Natural Gas Act.

(C) Neither the supplement hereby suspended, nor the rate schedule sought to be altered thereby, shall be changed until this proceeding has been disposed of or until the period of suspension has expired, unless otherwise ordered by the Commission.

(D) Interested State commissions may participate as provided by §§ 1.8 and 1.37 (f) of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37 (f)).

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 57-9824; Filed, Nov. 26, 1957;
8:57 a. m.]

[Project No. 2130]

PACIFIC GAS AND ELECTRIC CO.

NOTICE OF APPLICATION FOR AMENDMENT OF
LICENSE

NOVEMBER 21, 1957.

Public notice is hereby given that application has been filed under the Federal Power Act (16 U. S. C. 791a-825r) by Pacific Gas and Electric Company, of San Francisco, California, licensee for Project No. 2130 situated on Stanislaus River and its Middle and South Forks in Calaveras and Tuolumne Counties, California, for amendment of its license for the project. Licensee desires to delete from the project works of the Spring Gap development the 110 kv transmission line extending about 13 miles from the Spring Gap powerhouse to the Stanislaus powerhouse. The Spring Gap powerhouse is now connected to the transmission line of Project No. 2118.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is December 30, 1957. The application is on file with the Commission for public inspection.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 57-9825; Filed, Nov. 26, 1957;
8:57 a. m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 70-3634]

COLUMBIA GAS SYSTEM, INC.

SUPPLEMENTAL NOTICE OF PROPOSED EXECUTION OF SURETY BOND BY HOLDING COMPANY FOR PUBLIC UTILITY SUBSIDIARY

NOVEMBER 20, 1957.

Notice is hereby given that The Columbia Gas System, Inc. ("Columbia"), a registered holding company, has filed Amendment No. 1 to its declaration herein pursuant to the Public Utility Holding Company Act of 1935 ("act"), designating section 12 (b) of the act and Rule U-45 thereunder as applicable to the proposed transaction, which is summarized as follows:

In its original declaration, heretofore noticed, Columbia proposed to execute bonds as surety for such refunds, if any, as three of its wholly-owned public utility subsidiaries operating in the State of West Virginia might be required to pay as a result of filing schedules of increased rates with the Public Service Commission of West Virginia.

By Amendment No. 1 Columbia proposes to execute a similar bond as surety for a fourth wholly-owned public utility subsidiary operating in West Virginia, The Manufacturers Light and Heat Company ("Manufacturers"). It is stated that on June 14, 1957, Manufacturers filed with the State commission revised rate schedules estimated to produce increased annual revenues approximating \$1,315,000. The effectiveness of these schedules was suspended to November 11, 1957. Manufacturers plans to commence collection under the revised rate schedules as of November 11, 1957, and proposes to file with the State commission, when and as required, a bond as a condition to the collection of the increased rates, in such amount as that commission may require, but not in excess of \$1,500,000, with Columbia as surety thereon. Columbia proposes to execute a refunding bond as surety for Manufacturers without fee or other expense, in order to relieve Manufacturers of the burden of paying the customary fee of a surety company.

Notice is further given that any interested person may, not later than December 5, 1957, at 5:30 p. m., request the Commission in writing that a hearing be held on such matter stating the nature of his interest, the reasons for such request, and the issues of fact or law, if any, raised by said Amendment No. 1 which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D. C. At any time after said date the declarations as amended by Amendment No. 1 or as further amended may be permitted to become effective as provided in Rule U-23 of the rules and regulations promulgated under the act, or the Commission may exempt such transactions as provided in Rules U-20 (a) and U-100 thereof, or take such other

action as it may deem appropriate under the circumstances.

By the Commission.

[SEAL]

ORVAL L. DuBOIS,
Secretary.[F. R. Doc. 57-9809; Filed, Nov. 26, 1957;
8:51 a. m.]

[File No. 812-1118]

REMINGTON ARMS CO.

NOTICE OF FILING OF APPLICATION REQUESTING ORDER EXEMPTING CERTAIN TRANSACTION BETWEEN AFFILIATES

NOVEMBER 20, 1957.

Notice is hereby given that Remington Arms Company ("Remington"), which is indirectly controlled by Christiana Securities Corporation ("Christiana"), a registered closed-end, non-diversified investment company, which in turn is controlled by Delaware Realty and Investment Company ("Realty"), also a registered closed-end, non-diversified investment company, has filed an application pursuant to section 17 (b) of the Investment Company Act of 1940 ("act") for an order exempting from the prohibitions contained in section 17 (a) of the act the transaction described below whereby Remington proposes to transfer to Crucible Steel Company of America ("Crucible"), of Pittsburgh, Pa., a New Jersey corporation, its fifty percent interest in the capital stock and notes of Rem-Cru Titanium, Inc. ("Rem-Cru") in exchange for 150,000 shares of common stock of Crucible.

The application may be summarized as follows:

1. Realty owns approximately thirty-three percent of the outstanding common stock of Christiana. Christiana owns approximately twenty-seven percent of the outstanding common stock of E. I. du Pont de Nemours and Company, which in turn owns approximately sixty percent of the outstanding voting securities of Remington. Remington and Crucible each own fifty percent of the outstanding common stock of Rem-Cru.

2. Rem-Cru was formed by Remington and Crucible in 1950 for the purpose of producing and selling titanium and its alloys. The handling of titanium from its raw form to the fabrication of mill products requires a substantial investment in working capital and physical assets. Rem-Cru's principal physical assets consist of melting facilities and it has practically no facilities for processing of titanium ingots into primary fabricated products. Such processing is done for Rem-Cru on a toll basis, much of it on mill facilities owned by Crucible and located on property adjacent to Rem-Cru.

3. Rem-Cru from its inception has had the long-term objective of providing its own facilities so as to become a fully integrated enterprise. Funds for such facilities were expected to be provided from Rem-Cru's earnings; however, this possibility has not materialized to date and seems unlikely to materialize in the immediate years ahead.

4. Rem-Cru has paid no dividends since its inception and it is expected that its earnings will be required in the business for some time to come. Except for interest on its loans to Rem-Cru, Remington sees no prospect of any return on its investment in Rem-Cru for some years. Moreover, Remington's continuation in Rem-Cru probably would require substantial additional capital contributions which would involve a larger investment and entail greater risks than Remington's Board of Directors deems wise for Remington under the circumstances, involving, as they do, a new industry and depending upon military uses of its products.

5. Crucible was approached as the logical buyer because of its present interest in Rem-Cru, the close proximity of Rem-Cru's plant and facilities to those of Crucible, and Crucible's possession of the necessary fabricating equipment and know-how, thereby affording a reasonable degree of integration without additional investment by Crucible.

6. Remington's investment in Rem-Cru consists of \$2,800,000 of loans advanced to Rem-Cru on 4 percent notes and \$500,000 representing its cost of 5,000 shares of capital stock, \$100 par. At September 30, 1957 the capital stock had a book value of \$1,679,000. The book value of Rem-Cru's capital stock plus the face amount of the notes amounts to \$4,479,000. On October 23, 1957, the date of acceptance by Crucible of the offer by Remington to sell its interest in Rem-Cru, the common stock of Crucible had a market price of 19 3/8 per share and a book value of approximately \$31.50 per share. On this basis, the aggregate consideration represented by the 150,000 shares of common stock to be received by Remington amounts to \$2,906,250 in terms of market value and to \$4,725,000 in terms of book value.

Remington has received interest on the 4 percent notes of Rem-Cru held by it currently amounting to \$112,000 annually (before taxes), and \$54,000 (after taxes) and its equity in the undistributed net income on its holdings of the Rem-Cru capital stock averaged \$189,000 per year for the five years 1952-1956, inclusive. For the nine months ended September 30, 1957, such earnings amounted to \$288,617.

Section 17 (a) of the act in pertinent part prohibits an affiliated person (Crucible) of an affiliated person (Rem-Cru) of a registered investment company (Realty) and (Christiana), from selling to, or purchasing from, any company (Remington) controlled by such registered company, any security, unless the Commission upon application pursuant to section 17 (b) of the act grants an exemption from the provisions of section 17 (a) of the act and finds that the terms of the proposed transaction, including the consideration, are reasonable and fair and do not involve overreaching on the part of anyone concerned, that the proposed transaction is consistent with the policy of each registered investment company concerned, as recited in its registration statement and reports filed under the act and is consistent with the general purposes of the act.

Notice is further given that any interested person may, not later than December 6, 1957, at 5:30 p. m., submit to the Commission in writing any facts bearing upon the desirability of a hearing on the matter and may request that a hearing be held, such request stating the nature of his interest, the reasons for such request and the issues, if any, of fact or law proposed to be controverted, or he may request that he be notified if the Commission should order a hearing thereon. Any such communication or request should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D. C. At any time after said date, the application may be granted as provided in Rule N-5 of the rules and regulations promulgated under the act.

By the Commission.

[SEAL]

ORVAL L. DuBOIS,
Secretary.

[F. R. Doc. 57-9810; Filed, Nov. 26, 1957;
8:52 a. m.]

INTERSTATE COMMERCE COMMISSION

[Notice 1]

APPLICATIONS FOR CONVERSION BY MOTOR CONTRACT CARRIERS

NOVEMBER 22, 1957.

The following proceedings are governed by the Interstate Commerce Commission's special rules of practice, published in the FEDERAL REGISTER on November 13, 1957, Volume 22, FEDERAL REGISTER, page 9015, concerning notice of proceedings upon application of a holder of motor contract carrier authority, under section 212 (c) of the Interstate Commerce Act, for the revocation of motor contract carrier authority issued on or before August 22, 1957, and the issuance in lieu thereof of a certificate of public convenience and necessity (49 CFR 1.242). A proceeding to determine the status of the carriers' operations has been instituted under section 212 (c).

Protests may be filed with the Commission within 30 days after the date of this notice. If oral hearing is desired the protest must so indicate.

The authority set out in the pertinent permits upon which a determination is sought, has, in most instances, been summarized.

MOTOR CARRIERS OF PROPERTY

No. MC 1978 (Sub. No. 2), filed October 15, 1957, THE J. P. BRESLIN TRUCKING & TERMINAL CORPORATION, 142 West Ostend Street, Baltimore 30, Md. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 1978, dated October 17, 1950.

Canned goods, dried fruit, and matches, over irregular routes, between Baltimore, Md., on the one hand, and, on the other, points in the District of Columbia, Delaware, Maryland, Pennsylvania, Virginia, and West Virginia, within 300 miles of Baltimore.

No. MC 4159 (Sub No. 6) filed October 11, 1957, CARL HUMES, doing business as HUMES TRANSFER, 4100 Main Street, Weirton, W. Va. Applicant's attorney: Noel F. George, 44 East Broad Street, Columbus 15, Ohio. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 4159, dated June 14, 1949.

Steel and metal and wire products, over irregular routes, between Columbus and Martins Ferry, Ohio, on the one hand, and, on the other, points and places in Ohio.

Wire and wire products, sheet steel ware, steel coal doors, steel channels, steel fence posts, solder, sheet steel, tin plate, and terne plate, over irregular routes, between Columbus and Portsmouth, Ohio, and Wheeling, W. Va., and points and places within 25 miles of Wheeling, on the one hand, and, on the other, points and places in Ohio and those in Indiana south of a line beginning at the Ohio-Indiana State line and extending along U. S. Highway 30 from the Ohio-Indiana State line to Etna Green, Ind., thence along Indiana Highway 19 to its junction with Indiana Highway 10, thence along Indiana Highway 10 to the Indiana-Illinois State line, and north of a line beginning at the Ohio-Indiana State line and extending along U. S. Highway 50 to its junction with Indiana Highway 7, thence along Indiana Highway 7 to Columbus, Ind., thence along Indiana Highway 46 to Bloomington, Ind., thence along Indiana Highway 45 to its junction with Indiana Highway 54, and thence along Indiana Highway 54 to the Indiana-Illinois State line, including points on the indicated portions of the named highways.

From Portsmouth, Ohio, and Wheeling, W. Va., and points and places within 25 miles of Wheeling, to Detroit, Mich.

Fertilizer, between Columbus, Ohio, on the one hand, and, on the other, points and places in West Virginia on and west of U. S. Highway 19 and on and north of U. S. Highway 60.

No. MC 4159 (Sub No. 3), dated June 16, 1949.

Flat rolled steel sheets and strip steel (flat or on coils), over irregular routes, from Weirton, W. Va., to Seymour, Ind.

No. MC 4159 (Sub No. 4), dated September 28, 1953.

Ferro alloys, in bulk, in dump vehicles, over irregular routes, from Brilliant, Ohio, to Baltimore, Md., St. Louis, Mo., points in Illinois, Indiana, Kentucky, Michigan, New York, those in that part of Pennsylvania east of U. S. Highway 219, and those in that part of West Virginia west of a line beginning at the Ohio River and extending along U. S. Highway 21 to the Virginia-West Virginia State line.

No. MC 4159 (Sub No. 5), dated December 7, 1954.

Ferro-alloys, over irregular routes, from Brilliant, Ohio to points in Pennsylvania on and west of U. S. Highway 219 and in West Virginia on and east of U. S. Highway 21 and on and north of U. S. Highway 50, including points on these routes.

No. MC 13145 (Sub No. 9), filed October 16, 1957, S. W. HIXSON, doing business as HIXSON TRUCK LINE, 941 Canton Road (P. O. Box 2771) Akron 12, Ohio. Applicant's attorney: Harold G. Hernly, 1624 Eye Street NW., Washington, D. C. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 13145, dated April 14, 1949.

Such commodities as are manufactured, processed and dealt in by rubber manufacturers and steel products manufacturers and equipment, materials, and supplies used in the conduct of such business, over irregular routes, subject to "Keystone" restriction, from Akron, Ohio to points and places in Rhode Island, Massachusetts, Connecticut, those in that part of New York east and north of a line beginning at Port Jervis, N. Y., and extending along U. S. Highway 209 to Kingston, N. Y., thence along U. S. Highway 9W to Albany, N. Y., thence along U. S. Highway 20 to junction U. S. Highway 11, thence along U. S. Highway 11 to Watertown, N. Y., and thence along New York Highway 12 to Clayton, N. Y., including the points named and including New York, N. Y., points and places on Long Island, N. Y., those on the indicated portions of the highways specified, and those in New Jersey on and north of New Jersey Highway 33.

Tire fabric, from Fall River and New Bedford, Mass., to Akron, Ohio.

Chemicals, from Naugatuck, Conn., to Akron, Ohio.

Scrap tires and tubes, from Boston, Cambridge, New Bedford, Pittsfield, Fall River, and Springfield, Mass., Hartford, Conn., Newark, N. J., and Albany and New York, N. Y., and points and places on Long Island, N. Y., to Akron, Ohio.

Scrap tires and tubes, from Boston, Cambridge, New Bedford, Pittsfield, Fall River, and Springfield, Mass., Hartford, Conn., Newark, N. J., and Albany and New York, N. Y., and points and places on Long Island, N. Y., to Akron, Ohio.

Bicycle tires, bicycle tire and tube accessories, and bicycle repair materials, over irregular routes, from New Bedford, Mass., to Cleveland, Elyria, Shelby, Dayton, Akron, Columbus, Cincinnati, and Toledo, Ohio.

Such commodities as are dealt in by brush manufacturing concerns, and in connection therewith, equipment, materials, and supplies used in the conduct of such business, subject to "Keystone" restriction, from East Berlin, Greenwich, and Hartford, Conn., and Albany, N. Y., to Toledo, Ohio, Hammond, Ind., and Chicago, Ill.

From Albany, Troy, and Port Chester, N. Y., to Hamilton and Steubenville, Ohio.

Between Hartford and East Berlin, Conn., on the one hand, and, on the other, Hamilton and Steubenville, Ohio.

No. MC 13145 (Sub No. 8), dated February 14, 1955.

Such merchandise as is dealt in, or used by brush manufacturing businesses, over irregular routes, subject to "Keystone" restriction, from Hartford, Conn., and Albany, N. Y., to Ashtabula, Ohio.

No. MC 14458 (Sub No. 2) filed October 23, 1957, JAMES L. KEENAN, doing business as KEENAN BROTHERS, 300 Wilma Avenue, Steubenville, Ohio. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 14458, dated April 6, 1949.

Petroleum products and gasoline filling-station equipment, over irregular routes, from Midland, Pa., and Steubenville and Martins Ferry, Ohio, to points and places in that part of Ohio east and south of a line beginning at Marietta, and extending along U. S. Highway 21 to junction Ohio Highway 5, thence along Ohio Highway 5 to Warren, and thence along Ohio Highway 82 to the Ohio-Pennsylvania State line, including points and places on the indicated portions of the highways specified.

Liquid petroleum products, in bulk, in tank trucks, from Freedom, Pa., to points in the above-specified destination territory, and from Midland, Pa., to points in Ohio County, W. Va.

Coal mining machinery, between Morgantown and Charleston, W. Va., McKeesport and Washington, Pa., and Smithfield, Fairpoint, Amsterdam, and Tiltonsville, Ohio.

Road construction materials, contractors' supplies and equipment, and such commodities as are usually transported in dump trucks, between points and places in West Virginia, Ohio, and Pennsylvania within 50 miles of Steubenville, Ohio, including Steubenville.

No. MC 15315 (Sub No. 6), filed October 16, 1957, INDUSTRIAL CARTAGE CO., 2540 Niles Road SE., Warren, Ohio. Applicant's attorney: Noel F. George, 44 East Broad Street, Columbus 15, Ohio. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 15315, dated May 2, 1942.

Irregular Routes:

Iron and steel products, from Apollo, Farrell, Leechburg, Sharon, and Vandergrift, Pa., Ashland and Newport, Ky., Gary, Ind., Wheeling and Weirton, W. Va., and points in Allegheny and Mercer Counties, Pa., to Alliance and Warren, Ohio.

From Warren, Ohio, to points in Cook County, Ill., those in that part of New York on and west of U. S. Highway 9, those in that part of Pennsylvania on and west of a line beginning at the Pennsylvania-New York State line and extending along U. S. Highway 11 to Northumberland, Pa., thence along U. S. Highway 15 to Sunbury, Pa., thence along U. S. Highway 122 to Reading, Pa., and thence along U. S. Highway 122 to the Pennsylvania-Maryland State line, and those in Indiana, Michigan, and West Virginia.

Washing machine tubs and enameled plumber goods, from Alliance, Ohio, to points in Cook County, Ill., Allegheny County, Pa. and Erie County, N. Y.

Fertilizer, from Cleveland, Ohio, and Buffalo, N. Y., to points in that part of

Pennsylvania on and west of U. S. Highway 219.

No. MC 15315 (Sub No. 1), dated January 22, 1941.

Sheet steel and steel plates, in truckloads, over irregular routes, from Apollo, Leechburg, and Vandergrift, Pa., and points in Allegheny and Mercer Counties, Pa., to Niles, Ohio.

From Niles, Ohio, to Buffalo, N. Y., Detroit, Monroe, and Lansing, Mich., Chicago, Ill., Logansport and Indianapolis, Ind., Louisville, Ky., Bluefield, Fairmont, and Morgantown, W. Va., and points in Pennsylvania on and west of U. S. Highway 219.

No. MC 15315 (Sub No. 2), dated November 5, 1951.

Iron and steel articles, over irregular routes, from Warren, Ohio, to points in New Jersey and those in that part of New York located east of U. S. Highway 9.

No. MC 16007 (Sub No. 18), filed September 27, 1957, CONTRACT FREIGHTERS, INC., 3105 East Seventh Street, Joplin, Mo. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 16007, dated March 7, 1952.

Fresh fruits & vegetables, from Muskogee and East Muskogee, Okla., to St. Louis, Mo., Omaha and Grand Island, Nebr., Des Moines and Sioux City, Iowa; *Condiments, olives, olive oil, cheese, macaroni, noodles, spaghetti, vermicelli and fish*, from St. Louis, Mo., to Muskogee and McAlester, Okla.; and

Malt beverages, from St. Louis, Mo., to Muskogee, Tulsa and McAlester, Okla., and from Washington, Mo. to McAlester and Muskogee, Okla., and empty malt beverage containers on return.

No. MC 16007 (Sub No. 1), dated March 7, 1952.

Beer, over a specified regular route between Belleville, Ill., and McAlester, Okla., serving no intermediate points, and empty beer containers on return.

No. MC 16007 (Sub No. 3), dated March 7, 1952.

Malt beverages, from Omaha, Nebr., Belleville, Ill., and Kansas City and St. Louis, Mo., to Miami, Muskogee, and Tulsa, Okla.; and empty malt beverage containers on return.

No. MC 16007 (Sub No. 4), dated March 7, 1952.

Glass bottles, carboys, demijohns, and jars, with or without caps, covers, stoppers or tops, from Muskogee, Okla., to points in Kansas, Missouri, and Arkansas.

Paper containers, from Kansas City, Kans., to Muskogee, Okla.

No. MC 16007 (Sub No. 7), dated March 7, 1952.

Glass bottles, glass carboys, glass demijohns and jars, with or without caps, covers, stoppers or tops, from Muskogee, Okla., to points in Iowa and Nebraska.

No. MC 16007 (Sub No. 8), dated March 7, 1952.

Malt beverages, from St. Joseph, Mo., to Muskogee, Okla., and empty malt beverages containers, on return.

No. MC 16007 (Sub No. 9), dated March 7, 1952.

Malt beverages, from Omaha, Nebr., to Bartlesville, Okla., and empty containers, and damaged and defective shipments of malt beverages, on return.

No. MC 16007 (Sub No. 12), dated March 21, 1956.

Glass bottles, jars, carboys and demijohns, with or without caps, covers, stoppers or tops therefor, from Okmulgee, Okla., to points in Nebraska and Kansas, except those in the Kansas City, Mo.-Kans., Commercial Zone and points within 20 miles thereof;

From Sapulpa, Okla., to points in Nebraska, Minnesota, and those in Wisconsin except Milwaukee, Racine, Kenosha, Cudahy, West Allis, Carrollville, and Wauwatosa;

From Sand Springs, Okla., to points in Iowa, Nebraska, Minnesota, those in Wisconsin except Milwaukee, Racine, Kenosha, Cudahy, West Allis, Carrollville, and Wauwatosa, those in Kansas except Wichita, Arkansas City, and Winfield and those in the Kansas City, Mo.-Kans., Commercial Zone and points within 20 miles thereof, and those in Missouri except points in the St. Louis, Mo.-East St. Louis, Ill., Commercial Zone, those in Jefferson, St. Louis, and St. Charles Counties, Mo., and those in the Kansas City, Mo.-Kans., Commercial Zone and points within 20 miles thereof;

From Ada, Okla., to points in Minnesota and Nebraska; and

From Blackell and Muskogee, Okla., to points in Minnesota.

No. MC 16007 (Sub No. 14), dated May 13, 1954.

Malt beverages, over specified regular routes, from Terre Haute, Ind., to Oklahoma City, Okla., serving the intermediate point of St. Louis, Mo., restricted to pick-up only; the intermediate point of Joplin, Mo., restricted to delivery of shipments originating at Terre Haute, Ind.; and the intermediate point of Tulsa, Okla., restricted to delivery of shipments originating at St. Louis, Mo.; From St. Louis, Mo., to Muskogee, Okmulgee, Stillwater, and Pawhuska, Okla., serving the intermediate point of Tulsa, Okla., restricted to delivery only; and empty malt beverage containers, on return.

Malt beverages, over irregular routes, from St. Louis, and Terre Haute and Marion, Ind., to points in Oklahoma; from Belleville, Ill., to Vinita, Tulsa, Muskogee, McAlester, Okmulgee, Pawhuska, Stillwater, Sallisaw, Poteau, Bristow, Stroud, Seminole, Bartlesville, and Enid, Okla., and empty malt beverage containers, on return to restricted origin points.

No. MC 17605 (Sub No. 2), filed October 23, 1957, EDGAR DRUCK, 660 Blackburn, Avenue, Hamilton, Ohio. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 17605, dated August 17, 1943.

Paper mill products, from Hamilton over specified regular routes, to Cleves, Ohio, Sellersburg, Ind., and Jeffersonville, Ind., from Hamilton over specified regular routes to Greenville, Ohio, And-

erson, Ind., Marion, Ind., Wabash, Ind., and thence over irregular routes to points in that part of Illinois bounded by a line beginning at the Illinois-Indiana State line and extending along U. S. Highway 36 to Jacksonville, Ill., thence along U. S. Highway 67 to the Illinois-Iowa State line, at Rock Island, Ill., thence along the Illinois-Iowa State line to the Illinois-Wisconsin State line, thence along the Illinois-Wisconsin State line to Lake Michigan, thence along the shore of Lake Michigan to the Illinois-Indiana State line, and thence along the Illinois-Indiana State line to the point of beginning, including portions of the highways specified. Service is authorized to and from all intermediate points on the above-specified regular routes, from Hamilton over irregular routes to Columbus, Connerville, Fort Wayne, and Madison, Ind., and points in Ohio; and materials and supplies used in the manufacture and shipment of paper mill products, from Jeffersonville, Ind., over U. S. Highway 31E to Sellersburg, Ind., thence over U. S. Highway 31 to junction U. S. Highway 50, thence over U. S. Highway 50 to Cleves, Ohio, thence over Bypass U. S. Highway 50 to junction U. S. Highway 127 and thence over U. S. Highway 127 to Hamilton, from points in the above-specified Illinois territory over irregular routes to the Illinois-Indiana State line, and thence over the above-specified regular route to Hamilton, service is authorized to and from all intermediate points on the above-specified regular routes, from Columbus, Connerville, Fort Wayne, and Madison, Ind., and points in Ohio, over irregular routes to Hamilton.

No. MC 17605 (Sub No. 1), dated January 12, 1939.

Paper and paper products, over irregular routes, from Hamilton, Ohio, to points in Illinois on and north of U. S. Highway 40, east of U. S. Highway 67, and south of U. S. Highway 36, those in Indiana on and north of U. S. Highway 40, except Fort Wayne, Ind., those in Michigan on and south of Michigan Highway 21, and to Milwaukee, Racine, and Beloit, Wis., St. Louis, Mo., Erie, Pa., and Buffalo and Rochester, N. Y.; and

Steel strapping, paper and paper products, and materials and supplies used in the manufacture and shipping of paper and paper products, from the above-specified destination points and Toledo, Ohio, to Hamilton.

No. MC 21563 (Sub No. 1), filed October 10, 1957, ANDREW J. KOVACS, 627 Rahway Avenue, Woodbridge, N. J. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N. Y. For authority to operate as a common carrier, of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 21563, dated July 26, 1944.

Such products as are manufactured, reclaimed, or distributed, by the manufacturers of heat resisting materials, and, in connection therewith, *equipment, materials, and supplies*, used in the manufacture thereof, over irregular routes, between Fords, N. J., and points within

five miles of Fords, on the one hand, and, on the other, points in Connecticut, Delaware, Maryland, Massachusetts, New York, Pennsylvania, Rhode Island, and the District of Columbia, subject to a "Keystone" restriction.

No. MC 26641 (Sub No. 15) filed October 17, 1957, ROMANO BROS. TRUCKING, INC., 11 Meadow Street, Rutland, Vermont. Applicant's attorney: John J. Brady, Jr., 75 State Street, Albany 7, N. Y. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 26641, dated July 25, 1951.

Over Irregular Routes:

Dairy products and equipment and supplies used or useful in dairies, from Boston, Mass., and points within five miles thereof, to East Berkshire, Morrisville, South Troy, Greensboro Bend, and Randolph, Vt.

Groceries, grocery store supplies, canned goods, and sugar, from Boston, Mass., to points in Vermont north of U. S. Highway 4, and west of U. S. Highway 5, including points on the indicated portions of the highways specified.

Marble and marble products, from Swanton, Florence, Proctor, Center Rutland, West Rutland, Middlebury, and Danby, Vt., to points in New Hampshire, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, Delaware, Maryland, and the District of Columbia.

Malt beverages, from Orange, N. J., and New York, N. Y., to Rutland, Vt., and empty malt-beverage containers, on return.

Malt and vinous beverages, in containers, from Willimansett, Mass., to Rutland, Vt., and empty malt and vinous beverage containers, on return.

Dairy products, between East Berkshire, Morrisville, South Troy, Greensboro Bend, Randolph, Vergennes, White River Junction, and Woodstock, Vt., on the one hand, and, on the other, Keene, Concord, Manchester, and Nashua, N. H., Fitchburg and Worcester, Mass., and points in Essex, Suffolk, and Middlesex Counties, Mass.

No. MC 29713 (Sub No. 1), filed September 26, 1957, FARMERS UNION CO-OPERATIVE OIL ASSOCIATION, INC., Stromsburg, Nebr. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 29713, dated February 26, 1942.

Petroleum products, in bulk, from refining and distributing points in Kansas to Shelby, Osceola, Stromsburg and Polk, Nebr.

No. MC 42317 (Sub No. 2) filed October 11, 1957, LANCASTER & NEW YORK MOTOR FREIGHT SERVICE, INC., Manheim Pike, Lancaster, Pa. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 42317, dated August 23, 1938.

Scrap aluminum and tin foil, from Hershey, Pa., to New York, N. Y., over specified regular routes.

Empty cans and canisters and tin plates, from Lancaster, Pa., to New York, N. Y., over specified regular routes.

Coffee beans, from New York, N. Y., and Hoboken, N. J., to Lancaster, Pa., over a specified regular route, serving no intermediate points.

Chocolate and chocolate products, and commodities used or useful in the manufacture, distribution, and advertising of chocolate and chocolate products, between Hershey, Pa., and New York, N. Y., over a specified regular route, serving the intermediate points of Lancaster and Philadelphia, Pa., and Trenton and New Brunswick, N. J., and the off-route points of Lititz and Florin, Pa.; Camden, N. J., and points in New Jersey within 30 miles of New York, N. Y.; Glendale, N. Y., and points in the New York, N. Y., Commercial Zone, as defined by the Commission in 1 M. C. C. 665.

Tin plates, over irregular routes, from Lancaster, Pa., to Elizabeth, Bloomfield, Bayonne, Passaic, Rutherford, New Brunswick, Newark, and Jersey City, N. J., and Mamaroneck, N. Y.

No. MC 42317 (Sub No. 1), dated June 24, 1939.

Chocolate and chocolate products and products used or useful in the manufacture, distribution, and advertising of chocolate and chocolate products, between Hershey, Pa., over a specified regular route, and New York, N. Y., serving no intermediate points.

No. MC 44947 (Sub No. 14), filed October 3, 1957, DEIOMA TRUCKING CO., A Corporation, P. O. Box 11, East Sparta, Ohio. Applicant's attorney: John P. McMahon, 44 East Broad Street, Columbus 15, Ohio. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 44947, dated September 14, 1949.

Floor and wall tile, from East Sparta, Ohio, to points in the New York, N. Y., Commercial Zone;

No. MC 44947 (Sub No. 1), dated July 10, 1950.

Sugar, nuts, dates and coffee, from points in the New York, N. Y., Commercial Zone, and in the Philadelphia, Pa., Commercial Zone, to points in Carroll, Columbiana, Harrison, Jefferson, Mahoning, Medina, Portage, Stark, Summit, Trumbull, Tuscarawas, and Wayne Counties, Ohio.

Floor and wall tile, from East Sparta, Ohio, to points in New Jersey except those in the New York and Pennsylvania commercial zone.

No. MC 44947 (Sub No. 5), dated September 14, 1949.

Clay, from East Sparta, Ohio, to Parkersburg, W. Va.; and *Wall-tile*, on return.

No. MC 44947 (Sub No. 6), dated September 14, 1949.

Machinery, tools, dies, and empty containers, between East Sparta Ohio, and Parkersburg, W. Va.

No. MC 44947 (Sub No. 7), dated September 14, 1949.

Floor and wall tile, from East Sparta, Ohio, to points in the Philadelphia, Pa., commercial zone.

No. MC 44947 (Sub No. 9), dated April 22, 1955.

Clay products, between points in Ohio, on the one hand, and, on the other, points in Michigan, Maryland, New York, Pennsylvania, and West Virginia; between points in Warwick, Goshen, and Mill Townships, Tuscarawas County, and in Palmyra Township, Portage County, Ohio, on the one hand, and, on the other, points in New Jersey, Delaware, Virginia, and the District of Columbia; From points in Summit, Stark, and Tuscarawas Counties, Ohio, to points in Indiana, with no transportation for compensation on return except as otherwise authorized; and From Lisbon and East Liverpool, Ohio, to points in Delaware, New Jersey, and the District of Columbia.

No. MC 44947 (Sub No. 10), dated May 24, 1956.

Pallets, skids, and empty containers which have been used in the transportation of clay products, on return movements, from points in Michigan, Maryland, New York, Pennsylvania, West Virginia, Indiana, New Jersey, Delaware, Virginia, and the District of Columbia to points in Ohio.

No. MC 44947 (Sub No. 11), dated April 26, 1957.

Clay products, other than brick, from Lisbon and East Liverpool, Ohio, to points in Indiana and Virginia, and *Pallets*, on return.

No. MC 44947 (Sub No. 12), dated November 5, 1956.

Clay products, from Windham and Portsmouth, Ohio, to points in Indiana; and *empty used containers for clay products, pallets, and skids*, on return.

No. MC 45079 (Sub No. 5), filed October 2, 1957, ELI E. WAGNER, JR., 724 East Boundary Avenue, York, Pa. Applicant's attorney: Norman T. Petow, 43 North Duke Street, York, Pa. For authority to operate as a *common carrier*, of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 45079, dated February 2, 1950.

Steel plates and steel sheets, from Harrisburg, Pa. to Alexandria, Va., Baltimore, Annapolis, Carderock and Hagerstown, Md., Washington, D. C., New York, N. Y., and points in New York and New Jersey within 20 miles of New York, N. Y.

Materials, supplies and equipment used in or incidental to the production of steel plates and sheets, from Baltimore, Md., New York, N. Y., and points in New York and New Jersey within 20 miles of New York, N. Y., to Harrisburg, Pa.

Note: Applicant also conducts common carrier operations in Certificates Nos. MC 70267 and Sub Nos. 5 and 7 thereunder.

No. MC 49397 (Sub No. 2) filed October 16, 1957, HENRY J. GIORGI, INC., 135-54 125th Street, South Ozone Park, N. Y. Applicant's attorney: Martin Werner, 295 Madison Avenue, New York 17, N. Y. For authority to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 49397, dated January 29, 1957. Irregular routes:

Piling, timber, lumber, railroad ties, poles, and boat fenders, between Allendale, N. J., and points in New Jersey and New York within 100 miles of Allendale, N. J., on the one hand, and, on the other, points in New York, New Jersey, Connecticut, Rhode Island, and Massachusetts, and those in Pennsylvania within 150 miles of Allendale, N. J.

Pile driving machinery and equipment, stone crushers, and steel tanks, between points in New Jersey, New York, Connecticut, Rhode Island, and Massachusetts. *Milk*, in tank trucks, from points in New York within 100 miles of Allendale, N. J., to New York, N. Y., and points in Bergen, Passaic, and Hudson Counties, N. J., with no transportation for compensation on return except as otherwise authorized.

Doors and door frames, from New York, N. Y., to points in Connecticut, New Jersey, New York, Pennsylvania, Delaware, and Maryland; and *damaged shipments of doors and door frames*, on return.

No. MC 50404 (Sub No. 55), filed October 23, 1957, THE MAXWELL CO., a corporation, 2200 Glendale-Milford Road, Cincinnati, Ohio. Applicant's attorney: Herbert Baker, 50 West Broad Street, Columbus 15, Ohio. For authority to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 50404, dated September 1, 1950.

Steel and steel products, and materials and supplies used in the operation and maintenance of plants producing steel and steel products, over irregular routes, between Middleton, Ohio, Ashland, Ky., and Huntington, W. Va., on the one hand, and, on the other, points in Ohio, and those in Kentucky on and east of U. S. Highways 25 and 25W.

Between Middletown, Ohio, and Ashland, Ky., on the one hand, and, on the other, Buffalo, N. Y., and Butler, Pa.

Petroleum products, from Leach and Covington, Ky., to Williamsburg, Ohio.

From Maysville, Ky., to Dayton, Ohio. From Leach, Covington, and Maysville, Ky., to points in that part of Ohio east of U. S. Highway 68, south of U. S. Highway 40, and west of U. S. Highway 21; and return.

Petroleum and petroleum products, in bulk, between Cincinnati, Ohio, and points in Indiana within 50 miles of Cincinnati.

Between Cincinnati, Ohio, and points in Kentucky within 100 miles of Cincinnati.

Petroleum liquid asphalt and petroleum residual fuel oils, in bulk, in tank trucks, from Leach, Ky., to points in Ohio on and south of U. S. Highway 40 and on and west of Ohio Highway 77, and those in West Virginia on and south of U. S. Highway 50 and on and west of U. S. Highway 250; and return.

Residual fuel oil and liquid petroleum asphalt, in bulk, in tank vehicles, from Covington, Ky., to points in Ohio within 135 miles of Cincinnati.

Liquid petroleum asphalt and petroleum residual fuel oils, in bulk, in tank trucks, between points in Hamilton County, Ohio, on the one hand, and, on the other, points in Indiana and

Kentucky within 125 miles of Cincinnati, Ohio.

Petroleum residual fuel oils, in bulk, in tank trucks, from Covington, Ky., to that part of Ohio bounded by a line beginning at the junction of the Ohio-Indiana State line with the Ohio River and extending northward along said State line to junction with Ohio Highway 47, thence along Ohio Highway 47 to junction with U. S. Highway 23, thence along U. S. Highway 23 to the Ohio River, and thence along said river to the point of beginning, including points on the indicated portions of the State line highways, and river specified above, except New Miami.

Liquid petroleum asphalt and petroleum residual fuel oils, in bulk, in tank trucks, from Leach, Ky., to that part of Ohio bounded by a line beginning at the junction of the Ohio-Indiana State line with the Ohio River and extending northward along said State line to junction with Ohio Highway 47, thence along Ohio Highway 47 to junction with U. S. Highway 23, thence along U. S. Highway 23 to junction with Ohio Highway 229 at Norton, Ohio, thence along Ohio Highway 229 to junction with U. S. Highway 36 at Mt. Vernon, Ohio, thence along U. S. Highway 36 to junction with U. S. Highway 21 at Newcomerstown, Ohio, thence south along U. S. Highway 21 to the Ohio River, and thence west along said river to the point of beginning, including points and places on the indicated portions of the State line, highways and river specified above.

Rejected shipments of the above-mentioned commodities, from points in the above-mentioned destination territories respectively, to points in Hamilton County, Ohio, and Covington and Leach, Ky., respectively.

Liquid core compound, in bulk, in tank vehicles, from points in Hamilton County, Ohio, to points in Illinois, Indiana, Kentucky, the lower peninsula of Michigan, Missouri, Pennsylvania, Tennessee, West Virginia, and Wisconsin.

Liquid petroleum asphalt, in bulk, in tank vehicles, between points in De Kalb County, Ind., on the one hand, and, on the other, points in Indiana, Ohio, and Michigan within 150 miles of De Kalb County.

From Covington, Ky., to points and places in De Kalb County.

Coal tar and coal tar products, in bulk, in tank vehicles, between points in Lawrence County, Ohio, on the one hand, and, on the other, points in Kentucky and West Virginia.

No. MC 50404 (Sub No. 15), dated April 4, 1956.

Styrene and synthetic liquid resins, in bulk, in tank vehicles, over irregular routes, from Addyston, Ohio, to points in Illinois, Indiana, Michigan, those in Kentucky (except points in Jefferson County), those in Pennsylvania (except points in Allegheny, Butler, Chester, Delaware, Franklin, Mercer, Philadelphia, Beaver, Cambria, Dauphin, Fayette, McKean, Montgomery, Schuylkill, and Venango Counties), and those in West Virginia (except points in Brooke, Han-

cock, Monongalia, Hampshire, Kana-wha, Ohio, Marion, Marshall, Pleasants and Wetzel Counties).

Hydrochloric acid, in bulk, in tank vehicles, from Cincinnati to Huntington, W. Va., points in Illinois, Indiana, and those in Kentucky (except points in Jefferson County).

Silicate of soda, in bulk, in tank vehicles, from Jeffersonville and Anderson, Ind., to Cincinnati, Ohio.

Lacquer thinner, in bulk, in tank vehicles, from Dayton, Ohio, to Anderson, Ind.

No. MC 50404 (Sub No. 18), dated March 25, 1954.

Styrene, synthetic resins, and phenolic resins, in bulk, in tank vehicles, over irregular routes, from Addyston, Ohio, to Louisville, Ky.

Hydrochloric acid, in bulk, in tank vehicles, from Cincinnati, Ohio, to Louisville, Ky.

No. MC 50404 (Sub No. 20), dated March 8, 1956.

Benzol, benzene, toluol, and xylol, in bulk, in tank vehicles, over irregular routes, from Middletown, Ohio, to points in Indiana.

No. MC 50404 (Sub No. 21), dated September 15, 1954.

Styrene and synthetic liquid resins, in bulk, in tank vehicles, over irregular routes, from Addyston, Ohio, to points in that portion of Wisconsin on and east of a line beginning at Gills Rock, Wis., and extending in a southwest direction along the eastern shore of Green Bay to the city of Green Bay, Wis., thence along U. S. Highway 41 to Fond du Lac, Wis., thence along U. S. Highway 151 to Madison, Wis., and thence along Wisconsin Highway 13 to the Wisconsin-Illinois State line.

No. MC 50404 (Sub No. 24), dated May 17, 1955.

Liquid glue, in bulk, in tank vehicles, over irregular routes, from Addyston, Ohio, to points in Alabama, Arkansas, Georgia, Illinois, Indiana, Kentucky, Michigan, Mississippi, North Carolina, South Carolina, Tennessee, Texas, Virginia, and Wisconsin.

Synthetic liquid resins, in bulk, in tank vehicles, from Addyston, Ohio, to points in Alabama, Arkansas, Georgia, Mississippi, South Carolina, Tennessee, Texas, and Wisconsin.

No. MC 50404 (Sub No. 30), dated August 10, 1955.

Sulphuric acid, in bulk, in tank vehicles, over irregular routes, from Cincinnati, Ohio, to Louisville, Ky.

No. MC 50404 (Sub No. 38), dated April 10, 1957.

Coal spray oil, in bulk, in tank vehicles, over irregular routes, from points in Hamilton County, Ohio, to points in Illinois, Indiana, Kentucky, and West Virginia and points in Maryland, Pennsylvania, Tennessee, and Virginia, on and west of U. S. Highway 15.

No. MC 50404 (Sub No. 40), dated October 30, 1956.

Paint removing compound, in bulk, in tank vehicles, over irregular routes, from Cincinnati, Ohio, to Louisville, Ky.

No. MC 50404 (Sub No. 43), dated November 6, 1956.

Rosin sizing, in bulk, in tank vehicles, over irregular routes, from Addyston,

Ohio, to points in the lower peninsula of Michigan.

No. MC 50404 (Sub No. 47), dated May 9, 1957.

Varnish, in bulk, in tank vehicles, over irregular routes, from Columbus, Ohio, to points in De Kalb County, Ill.

No. MC 50404 (Sub No. 48), dated August 9, 1957.

Paints, in bulk, in tank vehicles, over irregular routes, from Cincinnati, Ohio, to Louisville, Ky. Paint solvents, in bulk, in tank vehicles, from the site of the Interchemical Company plant, Cincinnati, Ohio, to the site of the General Electric Company plant, Louisville, Ky.

No. MC 50404 (Sub No. 50), dated July 22, 1957.

Lacquer thinner, in bulk, in tank vehicles, over irregular routes, between Xenia, Ohio, and points within five miles thereof on the one hand, and, on the other, points in Delaware and Madison Counties, Ind., except Shideler, Ind.

No. MC 52552 (Sub No. 14) filed October 18, 1957, DARL D. WOMELDORF, doing business as W. I. WOMELDORF & SONS, P. O. Box 232, McKeesport, Pa. Applicant's attorney: Robert H. Shertz, 811-819 Lewis Tower Building, Philadelphia 2, Pa. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 52552, dated May 24, 1950.

Plate glass, window glass, and wire glass, over irregular routes, from Butler, Dunbar, Floreffe, and New Kensington, Pa., and Clarksburg, W. Va., to Baltimore, Md., Camden, Jersey City, and Trenton, N. J., Dover and Wilmington, Del., New York, N. Y., and Martinsville and Winchester, Va.

Sugar and canned goods, from Baltimore, Md., to Greensburg, Pa.

Such general merchandise as is dealt in by five-cent-to-one-dollar business houses, subject to "Keystone" restriction, over specified regular routes, from McKeesport, Pa., to Orange, N. J., serving the intermediate and off-route points of Washington and Westfield, N. J., restricted to delivery only.

From New York, N. Y., to McKeesport, Pa., over specified regular routes, serving the off-route points of Aliquippa, Ambridge, Bellevue, Carnegie, Duquesne, East Pittsburgh, Etna, Ford City, Kittanning, New Kensington, Pittsburgh, Sewickley, Tarentum, Turtle Creek, Vandergrift, Verona, Wilkinsburg, and Wilmerding, Pa., restricted to delivery only.

No. MC 52552 (Sub No. 1), dated December 30, 1944.

Such commodities as are dealt in by chain retail five-cent-to-one dollar stores or stores of like character, the business of which is the sale of general commodities, over irregular routes, subject to "Keystone" restriction, from McKeesport and Pittsburgh, Pa., to Ocean City and Wildwood, N. J., and Medina, Dansville, North Tonawanda, Lancaster, Le Roy, Syracuse, Buffalo, Fredonia, and Jamestown, N. Y.

From points in New Jersey and New York, except New York, N. Y., to McKeesport, Aliquippa, Ambridge, Bellevue, Carnegie, Duquesne, East Pittsburgh,

Etna, Ford City, Kittanning, New Kensington, Pittsburgh, Sewickley, Tarentum, Turtle Creek, Vandergrift, Verona, Wilkinsburg, and Wilmerding, Pa.

No. MC 52552 (Sub No. 2), dated June 15, 1944.

Irregular Routes:

Such merchandise as is dealt in by five-cent-to-one-dollar stores, from McKeesport and Pittsburgh, Pa., to Torrington, Stamford, New Canaan, Naugatuck, and Ansonia, Conn.

From New Haven, Torrington, Stamford, New Canaan, Naugatuck, and Ansonia, Conn., to points in Allegheny County, Pa., subject to "Keystone" restriction.

Glass bottles, from Brockway, Pa., to points in Delaware, Maryland, New Jersey, and New York.

No. MC 52552 (Sub No. 7), dated January 6, 1949.

Irregular Routes:

Wooden boxes and wooden containers, set up or knocked down, from Brockway, Pa., to points and places in Delaware, Maryland, New Jersey, and New York.

Glass bottles, bottle caps, corrugated paper boxes and corrugated paper containers, and equipment and supplies used by manufacturers of glass bottles and containers, from points and places in Delaware, Maryland, New Jersey, except Hudson, Essex, Bergen, Union and Passaic Counties, and New York except Queens, Kings, and Suffolk Counties, to Brockway, Pa.

Glass bottles and cullet, from Hudson, Essex, Bergen, Union, and Passaic Counties, N. J., and from Kings, Queens, and Suffolk Counties, N. Y., to Brockway, Pa.

No. MC 52552 (Sub No. 8), dated August 5, 1949.

Glass containers, glass bottles and glass jars, common, not exceeding one gallon in capacity, with or without caps, covers, tops or stoppers, glassware, other than cut glassware, and wooden boxes and wooden containers, set up or knocked down, over irregular routes, from Knox, Marienville, Oil City, Parkers Landing, and Sheffield, Pa., to points and places in Delaware, Maryland, New Jersey, and New York.

Corrugated paper boxes, corrugated paper containers, and glass bottle and glass container caps, covers, tops, and stoppers, over irregular routes, from points and places in Delaware, Maryland, New Jersey, and New York, to Knox, Marienville, Oil City, Parkers Landing, and Sheffield, Pa.

No. MC 52552 (Sub No. 10), dated June 18, 1956.

Irregular Routes:

Glass containers, from Parkers Landing, Knox, Marienville, and Sheffield, Pa., to points in Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont.

Glass containers and closures and nipples therefor, from Oil City, Pa., to points in Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont.

No. MC 52552 (Sub No. 11), dated September 7, 1956.

Irregular Routes:

Petroleum products in containers, polishes, denatured alcohol, gasoline pumps, oil pumps, and advertising mat-

ter used in connection with the above-described commodities, from Philadelphia, Pa., to points in West Virginia; and

Petroleum products in containers, polishes, denatured alcohol, and advertising matter used in connection with the above-described commodities, from Marcus Hook, Pa., to points in West Virginia; and

Empty containers for petroleum products, from points in West Virginia, to Philadelphia and Marcus Hook, Pa.

Such commodities as are sold in, or used in connection with the operation of, gasoline service stations, except petroleum products in containers and in bulk, polishes, denatured alcohol, gasoline and oil pumps, and advertising matter used in connection with such excepted commodities, subject to "Keystone" restriction, from Philadelphia, Pa., to points in West Virginia; and

Such commodities as sold in, or used in connection with the operation of, gasoline service stations, except petroleum products in containers and in bulk, polishes, denatured alcohol, and advertising matter used in connection with such excepted commodities, from Marcus Hook, Pa., to points in West Virginia; and *empty containers* for the above specified commodities, except empty petroleum products containers, from points in West Virginia, to Philadelphia, and Marcus Hook, Pa.

No. MC 52989 (Sub No. 8), filed October 18, 1957, JOYCE TRUCKING COMPANY, a Corporation, 1621 Shields Avenue, Chicago Heights, Ill. Applicant's attorney: Carl L. Steiner, 39 South La Salle Street, Chicago 3, Ill. For authority to operate as a *common carrier*, of the same commodities between the same points or within the same territory as authorized in the following permit, over irregular routes,

No. MC 52989, dated March 29, 1955.

Petroleum and petroleum products (in containers), from East Chicago, Ind., to points in Michigan bounded by a line and extending along U. S. Highway 12 to Benton Harbor, Mich., thence along U. S. Highway 31 to Holland, Mich., thence along Michigan Highway 21 to Grand Rapids, Mich., thence along U. S. Highway 16 to Lansing, Mich., thence along U. S. Highway 127 through Jackson, Mich., to the Michigan-Ohio State line, and thence along the Michigan-Ohio-Indiana State lines to point of beginning including points on the indicated portions of the highways specified, and *empty petroleum and petroleum-product containers*, on return.

Asphalt-roofing products and nails, from Chicago Heights, Ill., to Veedersburg, Ind., and points in Indiana north of Indiana Highway 28, and points in Michigan east and south of a line beginning at the Indiana-Michigan State line and extending along U. S. Highway 12 to Jackson, Mich., thence west of a line beginning at Jackson, Mich., and extending along U. S. Highway 127 to the Michigan-Ohio State line, including points on the indicated portions of the highways specified.

Roofing and building materials and supplies used in the installation thereof, except asphalt-roofing products and

nails, from Chicago Heights, Ill., to Veedersburg, Ind., points in Indiana north of Indiana Highway 28, and those in Michigan east and south of a line beginning at the Indiana-Michigan State line and extending along U. S. Highway 12 to Jackson, Mich., thence west of a line beginning at Jackson, Mich., and extending along U. S. Highway 127 to the Michigan-Ohio State line, including points on the indicated portions of the highways specified.

No. MC 55555 (Sub No. 1) filed October 17, 1957, FRANK FERRARO, doing business as FRANK FERRARO TRUCKING CO., 310 21st Avenue, Paterson 3, N. J. For authority to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 55555, dated April 13, 1955.

Poultry, eggs, dairy products, packing-house products and such merchandise as is dealt in by wholesale, retail, and chain grocers, over irregular routes, from Paterson, N. J., to Matamoras, Pa., and points in Sullivan, Orange, and Rockland Counties, N. Y.

NOTE: Applicant conducts *common carrier* operations by virtue of Certificate No. MC 55556, dated March 18, 1955.

No. MC 59903 (Sub No. 1) filed October 10, 1957, CHARLES DE ROBBIO, doing business as C. DE ROBBIO & SONS, 52 York Avenue, Paterson, N. J. Applicant's attorney: Herman B. J. Weckstein, 1060 Broad Street, Newark 2, N. J. For authority to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 59903, dated November 9, 1955.

Such merchandise as is dealt in by wholesale, retail, and chain grocery and food business houses, and, in connection therewith, *equipment, materials, and supplies* used in the conduct of such business, subject to "Keystone" restriction, over irregular routes, between points within the territory bounded by a line beginning at Weehawken, N. J., and extending in a northwesterly direction through Rutherford to Mountain View, N. J., thence in a southwesterly direction to Myersville, N. J., thence west through Far Hills to Cokesbury, N. J., thence in a northwesterly direction through Port Murray to Belvidere, N. J., thence across the Delaware River to the west bank thereof, thence in a northeasterly direction along the west bank of the river through Milford and Matamoras, Pa., to Port Jervis, N. Y., thence in a northeasterly direction through Middletown to Pine Bush, N. Y., thence east to Walkkill, N. Y., thence in a southeasterly direction to Newburgh, N. Y., and thence south along the west bank of the Hudson River to Weehawken, including the points named.

Between points in the above-specified territory, on the one hand, and, on the other, points in New York, Bronx, Kings, Queens, Nassau, and Richmond Counties, N. Y., and those in Hudson, Bergen, and Essex Counties, N. J.

Fruits, vegetables, farm products, poultry, and sea food, in the respective seasons of their production, from points

in the grape-producing district of Ulster County, N. Y., and the fruit-producing district of Hunterdon County, N. J., to points in the above-specified territory.

NOTE: Carrier conducts *common carrier* operations by virtue of Certificate No. MC 106923.

No. MC 60078 (Sub No. 8) filed October 15, 1957, HOME OIL & GAS CORPORATION, 915 Atchison Street, St. Joseph, Mo. Applicant's attorney: Walter V. Huston, 4105 Main Street, Kansas City 11, Mo. For authority to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 60078, dated November 19, 1946.

Petroleum and petroleum products, in bulk, over irregular routes, from Arkansas City, Coffeyville, Great Bend, Hutchinson, Kansas City, McPherson, Neodesha, Potwin, Salina, and Wichita, Kans., to Phelps City, St. Joseph, and Weston, Mo., and Clearfield, Iowa.

Petroleum products, in bulk, in tank vehicles, over irregular routes, from points in the Kansas City, Mo.-Kans., Commercial Zone as defined by the Commission, to Ballatin, Mo., and to points in that part of Missouri, on, north and west of a line beginning at Kansas City and extending along U. S. Highway 40 to Grain Valley, thence along an unnumbered highway through Buckner, Sibley, and Milledale to Excelsior Springs and thence along U. S. Highway 69 to the Missouri-Iowa State line; and *rejected shipments*, of the above-described commodities, on return.

Liquid petroleum products, from Coffeyville, Kans., to Weston, Mo., over specified regular routes, serving no intermediate points.

No. MC 69622 (Sub No. 1), filed October 9, 1957, HARVEY REDDEN, INC., 221 Murray Street, Newark, N. J. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N. Y. For authority to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit, over irregular routes.

No. MC 69622, dated November 27, 1950.

Construction equipment, materials, and supplies, between points in that part of New Jersey on and north of New Jersey Highway 33, on the one hand, and, on the other, points in Connecticut, New York, and Pennsylvania within 115 miles of Newark, N. J.

Railroad equipment, materials, and supplies, between New York, N. Y., on the one hand, and, on the other, Philadelphia, Pa., and points in New Jersey and New York along the rail routes of the Pennsylvania Railroad.

Magazines and paper, between Dunellen, N. J., and New York, N. Y., on the one hand, and, on the other, points in Bergen, Union, Essex, Middlesex, Passaic, and Hudson Counties, N. J.

NOTE: Carrier conducts *contract carrier* operations of passengers by virtue of Permit No. MC 52767, dated November 27, 1950. BOR 96 to cover conversion of this Permit has been assigned No. MC 52767 (Sub No. 1).

No. MC 75397 (Sub No. 1) filed October 23, 1957, HOMER SPRUANCE TRUCKING CO., 1221 South Verity Parkway, Middletown, Ohio. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 75397, dated July 29, 1941.

Paper, corrugated paper cartons, silicate in containers, empty silicate containers, and rubber rolls, between Cincinnati, Ohio, and Dayton, Ohio, over specified regular routes, and serving the intermediate points of Franklin, Hamilton, Miamisburg, Middletown, and West Carrollton, Ohio.

No. MC 76279 (Sub No. 4), filed November 7, 1957, SODAK TRANSPORT, INC., 907 Thomas Avenue North, Minneapolis, Minn. Applicant's attorney: Sidney S. Feinberg, Rand Tower, Minneapolis 2, Minn. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 76279, dated January 17, 1956.

Foods, oyster shells and such commodities as are usually dealt in by retail grocery stores, including supplies and equipment used or useful in the conduct of such business, from Minneapolis, Minn., to points in that part of Iowa west of U. S. 71 and north of U. S. 20, and those in that part of South Dakota east of the Missouri River, except Big Stone City, Milbank, Twin Brooks, Marvin, Summit, Ortle, Waubay, Webster, Holmquist, Bristol, Butler, Andover, Pierpont, Langford, Eden, Roslyn, Claremont, Sisseton, Aberdeen, Groton, and Britton, S. Dak. From Mitchell, Huron, Flandreau, Kimball, Pierre, Brookings, Watertown, Sioux Falls, and Madison, S. Dak. to the above-specified Iowa and South Dakota points; empty containers used in connection with the above commodities, from points in that part of Iowa and South Dakota specified above, to Minneapolis, Minn., and Mitchell, Huron, Flandreau, Kimball, Pierre, Brookings, Watertown, Sioux Falls and Madison, S. Dak.

Such merchandise as is dealt in by wholesale, retail and chain grocery and food business houses, and in connection therewith, equipment, materials and supplies used in the conduct of such business, from Hopkins, Minn. to points in that part of Iowa west of U. S. 71 and north of U. S. 20 and those in that part of South Dakota east of the Missouri River, except Big Stone City, Milbank, Twin Brooks, Marvin, Summit, Ortle, Waubay, Webster, Holmquist, Bristol, Butler, Andover, Pierpont, Langford, Eden, Roslyn, Claremont, Sisseton, Aberdeen, Groton, and Britton, S. Dak. Empty containers for the above-specified commodities, from destination points specified immediately above to Hopkins, Minn.

No. MC 80265 (Sub No. 2) filed October 23, 1957, ALBERT L. SMITH, 1718 Greenwood Avenue, Hamilton, Ohio. For authority to operate as a common carrier of the same commodities between the same points or within the same ter-

ritory as authorized in the following permits:

No. MC 80265, dated July 2, 1941.

Finished paper and paper products, over irregular routes, from Hamilton, Ohio, to Chicago and St. Charles, Ill., and South Bend, Ind.

Scrap paper, over irregular routes, from Chicago and St. Charles, Ill., and South Bend, Ind. to Hamilton, Ohio.

No. MC 80265 (Sub No. 1), dated January 7, 1939.

Paper and paper products, over irregular routes, from Hamilton, Ohio, to points in Illinois on and north of U. S. Highway 40, except Chicago and St. Charles, Ill., those in Indiana on and north of U. S. Highway 40, except South Bend, Ind., those in Michigan on and south of Michigan Highway 21, and to Milwaukee, Racine, and Beloit, Wis., St. Louis, Mo., Erie, Pa., and Buffalo and Rochester, N. Y.; and

Steel strapping, paper and paper products, and materials and supplies, used in the manufacture and shipping of paper and paper products, from the above-specified destination points and Toledo, Ohio, to Hamilton.

No. MC 82336 (Sub No. 18), filed October 11, 1957, UNITED PARCEL DELIVERY, INC., 663 Bryson Street, Youngstown, Ohio. Applicant's attorney: Richard H. Brandon, Hartman Building, Columbus 15, Ohio. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 82336, dated February 6, 1950.

Irregular routes:

Agricultural limestone, from Bessemer, Pa., to Youngstown, Ohio.

Flour, grains, feeds, salt, macaroni, soap, soap powders, vegetable shortening, paint, and chemicals, from Youngstown, Ohio, to points in Ohio and Pennsylvania within 90 miles of Youngstown.

New furniture, uncrated, from Columbiana, Ohio, to points in Indiana, Kentucky, Maryland, New Jersey, New York, Pennsylvania, West Virginia, the District of Columbia, and those in Monroe, Wayne, and Macomb Counties, Mich.

New furniture and used furniture when transported for or after refinishing, reconditioning, or reupholstering at a factory, repair shop, or upholstery shop, between points in Mahoning and Columbiana Counties, Ohio, on the one hand, and, on the other, points in that part of Pennsylvania west of a line beginning at the New York-Pennsylvania State line near Tuna, Pa., and extending along U. S. Highway 219 to junction U. S. Highway 322, thence along U. S. Highway 322 to junction U. S. Highway 220, thence along U. S. Highway 220 to the Maryland-Pennsylvania State line, including points on the indicated portions of the highways specified, and points in that part of West Virginia on and north of U. S. Highway 50. RESTRICTION: The service authorized immediately above is restricted against the transportation of new furniture from points in Warren County, Pa.

Such commodities as are dealt in by wholesale and retail hardware houses, and ladies' ready-to-wear stores, from

Youngstown, Ohio, to points in Lawrence and Mercer Counties, Pa.

Such commodities as are dealt in by wholesale and retail paper houses, from Youngstown, Ohio, to Sharon, Barrell, Sharpsville and Wheatland, Pa., and rejected and returned shipments of the above-specified commodities, from the above-specified destination points to Youngstown, Ohio, subject to "Keystone" restriction.

No. MC 82336 (Sub No. 12), dated October 6, 1952.

Such commodities, as are dealt in by wholesale and retail hardware houses, over irregular routes, from Youngstown, Ohio, to points in Beaver, Butler, Crawford, Erie, and Venango Counties, Pa.

No. MC 82336 (Sub No. 17), dated February 13, 1957.

New furniture, uncrated, as defined by the Commission from Columbiana, Ohio, to Chicago, Ill., and points in Michigan (except those in Monroe, Wayne, and Macomb Counties).

From Salem, Ohio, to Chicago, Ill., Louisville, Owensboro, and Newport, Ky., Huntington, Kenova, Logan, Charleston, and South Charleston, W. Va., Elizabeth, N. J., Baltimore and Frederick, Md., points in Michigan, Indiana, and New York, and points in Pennsylvania east of a line near Tuna, Pa., and extending along U. S. Highway 219 to junction U. S. Highway 322, thence along U. S. Highway 322 to junction U. S. Highway 220, thence along U. S. Highway 220 to the Maryland-Pennsylvania State line.

No. MC 86676 (Sub No. 3), filed October 17, 1957, ANTON SCHNEIDER, Box 92, Lannon, Wis. Applicant's attorney: William C. Dineen, 341 Empire Building, 710 North Plankinton Avenue, Milwaukee 3, Wis. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 86676 (Sub No. 2), dated October 18, 1955.

Rough stone and cut stone, over irregular routes, from Lannon, Wis., and points in Menominee and Lisbon Townships, Waukesha County, Wis., to points in Indiana, Illinois, Iowa, Minnesota, and Michigan, and empty pallets, on return.

No. MC 86928 (Sub No. 29), filed October 2, 1957, C. E. REYNOLDS, 2209 Range Line, Joplin, Mo. Applicant's attorney: Stanley P. Clay, 514 First National Building, P. O. Box 578, Joplin, Mo. For authority to operate as a common carrier of the commodities between the same points or within the same territory as authorized in the following permits:

No. MC 86928, dated February 3, 1950.

Refined petroleum products, in bulk, from Coffeyville, Kans., to Wellington and Osborn, Mo., and from Arkansas City, Kans., to Springfield, Mo.

Lubricating oil, in containers, from Cleveland, Okla., to Joplin, Pierce City, and Seneca, Mo.

Petroleum products, in truck load lots, from Enid, Cleveland, Cushing, and Blackwell, Okla., to points in Kansas on and south of U. S. Highway 40.

Petroleum products, in bulk, in tank vehicles, from Cleveland, Sand Springs,

and Tulsa, Okla., and from Coffeyville, Kans., to St. Joseph and Berger, Mo., points in that part of Missouri on and south of U. S. Highway 54 from the Kansas-Missouri State line to Camden, Mo., and on and west of Missouri Highway 5 from Camden to the Missouri-Arkansas State line, and to points in Missouri on U. S. Highway 71 between Nevada, Mo., and Harrisonville, Mo., those on Missouri Highway 35 between junction Missouri Highway 35 and U. S. Highway 71 and Clinton, Mo., those on U. S. Highway 54 between Camden, Mo., and Mexico, Mo., those on U. S. Highway 63 between Jefferson City, Mo., and Columbia, Mo., those on U. S. Highway 66 between Lebanon, Mo., and Cuba, Mo., those on U. S. Highway 63 between Rolla, Mo., and Licking, Mo., those on Missouri Highway 72 between Rolla, Mo., and Salem, Mo., those on Missouri Highway 28 between junction Missouri Highway 28 and U. S. Highway 63 (three miles south of Vienna, Mo.), those on U. S. Highway 63 between junction Missouri Highway 28 and U. S. Highway 63 (as aforesaid) and Westphalia, Mo., and those on Missouri Highway 19 between Cuba, Mo., and Hermann, Mo., including service at each of the named Missouri points.

No. MC 86928 (Sub No. 18), dated January 14, 1953.

Petroleum products, in bulk, in tank vehicles, from Coffeyville, Kans., to Birch Tree, Hartville, Houston, Licking, Mountain Grove, Mountain View, Montier, Raymondville, Salem, Success, Summersville, Thayer, and Willow Springs, Mo.

From Coffeyville and El Dorado, Kans., to Cabool, Mo.

No. MC 86928 (Sub No. 19), dated March 1, 1955.

Sulphuric acid, in bulk, in tank vehicles, from Galena, Kans., to points in Missouri, Arkansas, and Oklahoma within 250 miles of Galena, and from Atlas, Mo., to points in Arkansas, Kansas and Oklahoma within 250 miles of Galena, Kans., and to Trenton, Mo.

No. MC 86928 (Sub No. 23), dated January 16, 1956.

Phosphoric acid and sulphuric acid, in bulk, in tank vehicles, from Atlas, Mo., to Perry, Iowa.

No. MC 86928 (Sub No. 24), dated October 14, 1955.

Phosphoric acid, in bulk, in tank vehicles, from Horn and Atlas, Mo., to Trenton, Mo., and points in Kansas, Oklahoma, and Arkansas.

No. MC 86928 (Sub No. 26), dated December 10, 1956.

Nitric acid, in bulk, in tank vehicles, from plant site of the Atlas Powder Company located about three miles north-east of Duenweg, Mo., to Monsanto, Ill.

Note: Applicant is authorized to conduct common carrier operations in Certificate No. MC 114890 dated May 18, 1955.

No. MC 88453 (Sub No. 1), filed October 8, 1957, E. J. WEISS, doing business as E. J. WEISS TRUCK SERVICE, 2722 La Salle Street, St. Louis, Mo. For authority to operate as a common carrier of the same commodities between the

same points or within the same territory as authorized in the following permit:

No. MC 88453, dated February 2, 1939.

Flowers and shrubs, over a specified regular route between Pana, Ill., and St. Louis, Mo., and *empty containers and floral and greenhouse supplies*, on return, serving the intermediate points of Litchfield and Hillsboro, Ill.

No. MC 100929 (Sub No. 9), filed October 16, 1957, R. W. ISHERWOOD, INC., 39 Highland Avenue, Patchogue, Long Island, N. Y. Applicant's attorney: Martin Werner, 295 Madison Avenue, New York 17, N. Y. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 100929, dated July 2, 1953.

Irregular routes:

Agricultural commodities, from points in Suffolk County, N. Y., to Newark, Jersey City, West New York, Passaic, Paterson, and Hawthorne, N. J.

Potatoes, from Port Newark, N. J., to points in Suffolk County, N. Y.

Fertilizer, fertilizer materials, and acids, from Bayonne, Edgewater, Carteret and Jersey City, N. J., to Riverhead, Mattituck, and Southold, N. Y.

Lima beans, from points in Suffolk County, N. Y., to Bridgeton, N. J.

Fertilizer and fertilizer materials, from Bayonne, Edgewater, Carteret, and Jersey City, N. J., to points in Suffolk County, (except Riverhead, Mattituck, and Southold), N. Y., and *damaged, defective, rejected or returned shipments* of the above-specified commodities, on return.

Agricultural insecticides, from Bristol and Bridesburg, Pa., to points in Suffolk County, N. Y.

Limestone and limestone products, in containers, from Swedeland, Devault, McCoy, and Plymouth Meeting, Pa., and points in Pennsylvania within six miles of each of the four points named immediately above, to points in Nassau and Suffolk Counties, N. Y.

Fertilizer and fertilizer materials, from Camden, N. J., to points in Suffolk County, N. Y.

Fertilizer and fertilizer ingredients, in bulk, from the site of the Fairless Works of the United States Steel Corporation, at or near Morrisville, Pa., to points in Suffolk County, N. Y.

Insecticides and fungicides, from Middleport, N. Y., to Suffolk County, N. Y.

No. MC 100929 (Sub No. 6), dated April 14, 1955.

Sulphate of ammonia, in bulk, in other than tank vehicles, over irregular routes, from Bristol, Pa., to points in Suffolk County, N. Y.

No. MC 100929 (Sub No. 8), dated December 26, 1956.

Agricultural insecticides, in containers, in seasonal operations between April 1 and September 30, inclusive, of each year, over irregular routes, from Elkton, Md., to points in Nassau and Suffolk Counties, N. Y.

No. MC 101362 (Sub No. 1), filed October 17, 1957, GUS FRASK, EDWARD RZONCA AND WALTER VOYTUS, doing business as G. E. & W. TRUCKING CO., 37-25 58th Street, Woodside, Long

Island, N. Y. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 101362, dated May 24, 1949.

New furniture, uncrated, over irregular routes, between New York, N. Y., on the one hand, and, on the other, points in New Jersey within 35 miles of New York, N. Y.

No. MC 102035 (Sub No. 1) filed October 14, 1957, ERNEST ZUBER, 1600 Wilmington Road, New Castle, Del. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 102035, dated July 16, 1942.

Tile, linoleum, carpets and rugs, and *cement and equipment* used in the installation of floor coverings, between Wilmington, Del., on the one hand, and, on the other, points in that part of Pennsylvania, New Jersey and Maryland within 30 miles of Wilmington, subject to a "Keystone" restriction.

No. MC 104515 (Sub No. 6) filed October 14, 1957, MARTIN V. KIPP, 807 Warren Street, Hudson, N. Y. Applicant's attorney: John J. Brady, Jr., 75 State Street, Albany 7, N. Y. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 104515 (Sub No. 1), dated October 18, 1943.

Gasoline and oil, over specified regular routes, serving no intermediate points, between Rensselaer, N. Y., and Pittsfield, Mass., and, between Rensselaer, N. Y., and Catskill, N. Y.

No. MC 104515 (Sub No. 2), dated May 18, 1948.

Petroleum products, in bulk, in tank trucks, over irregular routes, from Hudson, N. Y., to Great Barrington, Mass., and to points and places in Massachusetts and Connecticut within 15 miles of Great Barrington.

No. MC 104515 (Sub No. 5), dated September 29, 1950.

Petroleum products, in bulk, in tank vehicles, over irregular routes, from Catskill, N. Y., to Great Barrington, Mass., and points within 15 miles thereof.

No. MC 104724 (Sub No. 12), filed October 14, 1957, SUPERIOR TRUCKING COMPANY, INC., 520 Bedford Place NE., Atlanta, Ga. Applicant's attorney: Reuben G. Crimm, Eight-O-Five Peachtree Street Building, Atlanta 8, Ga. For authority to operate as a common carrier of the same commodities between the same points of within the same territory as authorized in the following permits:

No. MC 104724, dated May 25, 1954.

Malt beverages, from Atlanta, Ga., to Tuscumbia, Birmingham, Montgomery, and Abbeville, Ala., over specified regular routes, serving the intermediate points of Huntsville, Gadsden, and Aniston, Ala.

Empty malt beverage containers, from Tuscumbia, Birmingham, Montgomery, and Abbeville, Ala., to Atlanta, Ga., over specified regular routes, serving the

intermediate points of Huntsville, Gadsden, and Anniston, Ala.

Malt beverages, over irregular routes, (1) from Atlanta, Ga., to Chattanooga, Lawrenceburg, Shelbyville, Cookeville, Harriman, Johnson City, Knoxville, and Nashville, Tenn., and to points in Alabama, Florida, North Carolina, and South Carolina. (2) from Orlando, Fla., to points in Georgia, North Carolina, South Carolina, and Tennessee, and empty malt beverage containers, on return in connection with (1) and (2) above.

No. MC 104724 (Sub No. 10), dated July 19, 1957.

Advertising matter used in the sale and distribution of malt beverages, when moving in mixed shipments with malt beverages, over irregular routes, from Atlanta, Ga., to Chattanooga, Lawrenceburg, Shelbyville, Cookeville, Harriman, Johnson City, Knoxville, and Nashville, Tenn., and points in Alabama, Florida, North Carolina, and South Carolina.

No. MC 106437 (Sub No. 6) filed October 10, 1957, JULIUS CROLLE, doing business as CROLLE TRUCKING, Dale Road, Wanaque, N. J. Applicant's representative: Bert Bollins, 140 Cedar Street, New York 6, N. Y. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 106437, dated August 6, 1956. Irregular routes:

Pattern tissue paper, from Butler, N. J., to New York, N. Y., and Greenwich, Conn.

Waste tissue paper, from New York, N. Y., to Butler, N. J.

Leather shoe findings, materials, and supplies used in the manufacture, sale, and distribution of shoes, between Lodi, N. J., and New York, N. Y.

Pharmaceutical chemicals, in containers, from Lodi, N. J., to New York, N. Y., and empty containers, on return.

Acetate and paperboard containers, from Bloomingdale, N. J., to New York, N. Y., and empty containers, on return.

No. MC 107272 (Sub No. 14), filed October 10, 1957, MONKEM COMPANY, INC., 601 North High Street, Joplin, Mo. Applicant's attorney: Stanley P. Clay, 514 First National Building, P. O. Box 578, Joplin, Mo. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 107272, dated February 13, 1956.

Roofing paper, building paper, roofing cement, asphaltum, roofing asphalt, prepared roofing, and prepared shingles, from Joplin, Mo., to points in Arkansas, Kansas, Missouri, and Oklahoma, within 250 miles of Joplin.

Manufactured fertilizer, in bags, from the site of the Thurston Chemical Company located approximately two miles west of Tulsa, Okla., to points in Kansas within 250 miles of Tulsa, and those points in that part of Arkansas on and west of U. S. Highway 67 within 250 miles of Tulsa.

Fertilizer, in bags, from the site of the Thurston Chemical Company plant at or near Atlas, Mo., to points in Arkansas,

Kansas, and Oklahoma within 250 miles of Atlas, Mo., and to those in Iowa and Nebraska, and damaged, defective, rejected or returned shipments of fertilizer in bags, on return.

Ammonia nitrate fertilizer, in bags, from the site of the plant of Spencer Chemical Company at or near Military, Kans., to points in Missouri, Oklahoma, Arkansas, Nebraska, and Iowa.

No. MC 107272 (Sub No. 12), dated June 25, 1957.

Ammonium nitrate fertilizer, dry, in bags, from the site of the Spencer Chemical Company, at or near Military, Kans., to points in Illinois, Indiana, Ohio, Kentucky, Mississippi, Tennessee, Louisiana, and Alabama.

No. MC 108335 (Sub No. 1) filed October 18, 1957, JAMES FASANO, doing business as RIVERS TRUCKING COMPANY, 36-25 34th Street, Long Island City, N. Y. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 108335, dated August 6, 1948.

Refrigerators, deep-freeze units, stoves, and washing, ironing, and drying machines, over irregular routes, from Long Island City, N. Y., to points in Fairfield County, Conn., and those in Hudson, Bergen, Passaic, Essex, Union, Middlesex, Monmouth, Somerset, Hunterdon, Morris, Warren, Sussex, and Ocean Counties, N. J.

No. MC 108446 (Sub No. 17) filed September 30, 1957, FISCHBACH TRUCKING CO., a Corporation, 921 Sherman Street, Akron, Ohio. Applicant's attorney: Dale C. Dillon, 1825 Jefferson Place NW., Washington 6, D. C. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 108446 (Sub No. 1), dated June 24, 1954.

Such commodities, as are manufactured, processed, or dealt in by rubber or rubber products manufacturers including supplies incidental to the conduct of such business, from Clarksville, Tenn., to Cleveland and Elyria, Ohio, and rejected shipments on return.

Such commodities, as are manufactured, processed, or dealt in by rubber and rubber products manufacturers and supplies used in the conduct of such businesses, from Clarksville, Tenn., to points in the Akron, Ohio, Commercial Zone, and rejected articles and empty used containers, on return.

Equipment, materials, and supplies used in the conduct of such businesses, except textiles and textile products, from points in the Akron, Ohio, Commercial Zone, to Clarksville, Tenn., and rejected articles and empty used containers, on return.

Machinery used in the manufacture of rubber products, between Kent, Ohio, on the one hand, and, on the other, Clarksville, Tenn., Chicago Heights, Ill., and points in the Chicago, Ill., Commercial Zone, and points in Massachusetts, Connecticut, New Jersey, Rhode Island, and those in that portion of New York on and east of a

line extending in a southerly direction along the St. Lawrence River to Alexandria Bay, N. Y., thence along New York Highway 12 to Binghamton and thence along U. S. Highway 11 to the New York-Pennsylvania State line, and those in Pennsylvania on and south of U. S. Highway 22 and on and east of U. S. Highway 111.

Floor covering and materials and supplies used in the installation thereof, linoleum, steel rollers and wall-board, pulpboard, between Paulsboro, N. J., and East Walpole, Mass., on the one hand, and, on the other, St. Louis, Mo., points in Ohio, Indiana, and Illinois, and points in that part of Pennsylvania on and west of U. S. Highway 119 from the Pennsylvania-West Virginia State line to Dubois, Pa., thence on and west of U. S. Highway 219 to the Pennsylvania-New York State line.

Agricultural commodities and prepared foods, from points in New York to points in Ohio.

Such merchandise as is manufactured or dealt in by rubber products plants, and, in connection therewith, equipment, materials, and supplies, used in the conduct of such business, between points in the Akron, Ohio, Commercial Zone, on the one hand, and, on the other, points in Massachusetts, Connecticut, New Jersey, Rhode Island, those in that portion of New York on and east of a line extending in a southerly direction along the St. Lawrence River to Alexandria Bay, N. Y., thence along New York Highway 12 to Binghamton, N. Y., and thence along U. S. Highway 11 to the New York-Pennsylvania State line, and those on and east of U. S. Highway 111.

Between Chicago, Ill., and points in the Akron, Ohio, Commercial Zone.

From Watertown and Canton, Mass., to Syracuse, Buffalo, and Niagara Falls, N. Y., Chicago, Ill., points in Ohio, and those in that portion of Indiana on and north of a line beginning at the Indiana-Ohio State line, and extending along U. S. Highway 36 to Indianapolis, and thence along U. S. Highway 52 to the Indiana-Illinois State line, subject to a "Keystone" restriction.

Building, roofing and specified insulating materials and supplies used in the installation thereof, from Chicago Heights, Ill., to points in Ohio.

Linoleum, cork felt base floor covering or tiling, asphalt, composition tiling, and supplies and equipment used in the installation of said commodities when transported incidentally to and in conjunction with shipments thereof, from Lancaster, Pa., to Mansfield, Ohio.

From Lancaster and Marcus Hook, Pa., and Kearny N. J., to Canton, Ohio.

Asbestos roofing shingles, asbestos siding shingles, asbestos paper, and asbestos pipe covering, from Ambler, Pa., to Akron and Canton, Ohio.

Prepared food products, from Baltimore, Md., Philadelphia, Pa., and points in New York, to Canton, Ohio.

Books, from Cambridge, Mass., to Chicago and Argo, Ill., and Columbus, Ohio.

Books, subject to a "Keystone" restriction, from Cambridge, Mass., to points in the Chicago, Ill., Commercial

Zone, and damaged shipments and empty book containers and skids on return.

Such merchandise as is manufactured or dealt in by rubber products plants, and, in connection therewith, equipment, materials, and supplies used in the conduct of such business, subject to a "Key-stone" restriction, between points in the Akron, Ohio, Commercial Zone, and Watertown, Mass., on the one hand, and, on the other, Chicago Heights, Ill., and points in the Chicago, Ill. Commercial Zone.

No. MC 108446 (Sub No. 5), dated January 26, 1950.

Such merchandise as is manufactured or dealt in by rubber products plants, from Lawrence, Mass., to Syracuse, Buffalo and Niagara Falls, N. Y., points in Ohio, those in that part of Indiana on and north of a line beginning at the Ohio-Indiana State line and extending along U. S. 36 to Indianapolis, and thence along U. S. 52 to the Indiana-Illinois State line, those in the Chicago Commercial Zone, and to Chicago Heights, Ill.

No. MC 108446 (Sub No. 6), dated April 2, 1948.

Such commodities as are manufactured by rubber products manufacturers, and materials, equipment and supplies used in the conduct of such business, between Clarksville, Tenn., on the one hand, and, on the other, points in the Boston Commercial Zone, and with persons who operate manufacturing plants the business of which is the manufacture and sale of asbestos products, for the transportation of the commodities indicated and in the manner specified below:

Such commodities as are manufactured, processed or dealt in by manufacturers of asbestos products, from Ambler, Pa. to points in that part of Ohio on and north of U. S. 40, and rejected shipments on return.

No. MC 108446 (Sub No. 9), dated January 23, 1950.

Canned and preserved foodstuffs, including items packed in glass containers and wooden barrels, from points in New York to Charleston and Huntington, W. Va.

No. MC 108446 (Sub No. 15), dated April 11, 1957.

Such commodities as are manufactured, processed, or dealt in by rubber and rubber products manufacturers, and supplies used in the conduct of such businesses, between Akron, Ohio, and West Helena, Ark.

No. MC 109035 (Sub No. 2), filed October 2, 1957, RAYMOND O. FEHSAL, doing business as FEHSAL'S EXPRESS, 50 South Main Street, Pearl River, N. Y. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 109035 (Sub No. 1), dated July 17, 1950.

General commodities, except dangerous explosives, household goods as defined by the Commission, and liquid commodities in bulk, limited to a service wherein motor vehicles accompanied by drivers employed by applicant and who

operate such vehicles are assigned to shippers under continuing contracts for the exclusive use of each individual shipper in transporting such shipper's property, between New York, N. Y., on the one hand, and, on the other, points in Rockland, Orange, Westchester, Nassau, Sullivan and Ulster Counties, N. Y.

NOTE: Applicant is authorized to conduct operations as a common carrier in Certificate No. MC 106542 dated June 28, 1950.

No. MC 109504 (Sub No. 2) filed October 10, 1957, PAUL EDWARD McMAHON, 1264 Hanover Avenue, South Meriden, Conn. Applicant's attorney: Reubin Kaminsky, Suite 417, 410 Asylum Street, Hartford 3, Conn. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 109504, dated October 29, 1948.

Brick, over irregular routes, from Berlin, Conn., to points in Massachusetts.

No. MC 109504 (Sub No. 1), dated May 1, 1950.

Brick, over irregular routes, from Berlin, Conn., to points in Rhode Island and to points in that part of New York on and south of New York Highways 2 and 7 to junction U. S. Highway 9 and on and east of U. S. Highways 9 and 9W to the New York-New Jersey State line including New York, N. Y., and points on Long Island, N. Y.

No. MC 109761 (Sub No. 12), filed September 20, 1957, CARL SUBLER TRUCKING, INC., 906 Magnolia Avenue, Auburndale, Fla. Applicant's attorney: Benjamin J. Brooks, Washington Loan & Trust Building, Washington 4, D. C. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 109761, dated February 21, 1955.

Canned fruit and canned fruit juices, not frozen, from Winter Haven, Lakeland, and Lake Wales, Fla., to Carson City, Mich., Mount Vernon, Eldorado, Bloomington, and Danville, Ill., Beloit and Madison, Wis., St. Paul, Winona, and Waseca, Minn., and all points in Indiana. Tobacco, with stems removed, in containers, from Versailles, Ohio, to Tampa, Fla., and empty containers for tobacco on return.

No. MC 109761 (Sub No. 3), dated January 21, 1955.

Tobacco, tobacco with stems removed, and tobacco with stems removed and leaves cut, chopped or shredded, from points in Darke County, Ohio, to Jacksonsville, Tampa, and Quincy, Fla., and Waycross, Ga., and empty containers for tobacco on return.

No. MC 110588 (Sub No. 2), filed October 18, 1957, PINE MOUNTAIN REFRIGERATOR LINES, Route 1, Pineville, Ky. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 110588, dated January 4, 1957.

Oxygen gas and acetylene gas, from Cincinnati, Ohio, to Harlan, Ky., serving

no intermediate points, over specified regular routes, and empty containers on return.

Stoves, ranges, and stove parts, between Cleveland, Tenn., and Harlan, Ky., serving no intermediate points, over specified regular routes.

Meat, meat products, meat by-products, dairy products, and articles distributed by meat-packing houses, from National Stock Yards, Ill., to Pineville and Middlesboro, Ky.; and empty containers on return.

Packing house products, from Pineville and Harlan, Ky., to points in Kentucky and Virginia within 50 miles of Harlan.

Meats, packinghouse products, dairy products and articles distributed by meat-packing houses, etc., from Pineville, Ky., to points in Tennessee within 60 miles of Harlan, Ky.

Fresh meats and packinghouse products, from Corbin, Ky., to points in that part of Kentucky within 50 miles of Harlan, Ky., and in that part of Tennessee within 60 miles of Harlan, Ky.

No. MC 110603 (Sub No. 8), filed October 7, 1957, HI-WAY DISPATCH, INC., 26th Street and Highway No. 37 By-Pass, Marion, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis 4, Ind. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 110603, dated April 14, 1950.

Malt beverages, over a specified regular route, between Peoria, Ill., and Marion, Ind., and empty malt beverage containers, on return, serving no intermediate points.

Malt beverages and advertising material to promote the sale thereof, over specified regular routes, between Cleveland, Columbus, Dayton, and Cincinnati, Ohio, and Chicago, Ill., and Anderson and Muncie, Ind., and empty malt beverage containers, on return, serving the intermediate points of Piqua and Springfield, Ohio and Warsaw, Wabash, Marion, Jonesboro, Matthews, Muncie, Alexandria, Union City, Richmond, and New Castle, Ind., and the off-route points of Minster, Ohio, and Gas City, Ind.

Paper, from Franklin, Ohio, to Marion, Ind.

Paper cartons, from Marion, Ind., to St. Louis, Joplin, St. Joseph, and Kansas City, Mo., and points in that part of Michigan on south and east of Michigan Highway 46.

Paper products, from Marion, Ind., to Louisville, Ky., Milwaukee, Wis., and points in Illinois and Ohio.

Malt beverages, from Marion, Ind., to Louisville, Ky., St. Louis, Mo., Beloit, Milwaukee, Racine, and Sheboygan, Wis., and points in Illinois and Ohio.

From Milwaukee, Wis., Cincinnati, Cleveland, Columbus, Minster, and Toledo, Ohio, Chicago, Ill., St. Louis, Mo., and Louisville, Ky., to Frankfort, Hartford City, Huntington, Kokomo, Marion, Muncie, Peru, Portland, Tipton, and Hartford City, Ind.

From Peoria, Ill., to Frankfort, Peru, Kokomo, Muncie, Huntington, Wabash, Winchester, Union City, Portland, Tipton, and Hartford City, Ind.

From Milwaukee, Wis., Newport and Louisville, Ky., Cincinnati, Toledo, Cleveland, and Columbus, Ohio, St. Louis, Mo., and Detroit, Mich., to New Castle, Richmond, Fort Wayne, Angola, Auburn, Bluffton, Columbia City, Elkhart, Goshen, Kendallville, Syracuse, Lagrange, and Decatur, Ind.

From Milwaukee, Wis., Chicago and Peoria, Ill., St. Louis, Mo., Louisville and Newport, Ky., and Cincinnati, Columbus, and Cleveland, Ohio, to Knox, Winamac, Plymouth, Rochester, Logansport, Wabash, Indianapolis, Danville, Greencastle, Rockville, Brazil, Muncie, Anderson, Attica, Crawfordville, Noblesville, New Castle, Richmond, Bloomington, Veederburg, Batesville, Rensselaer, Washington, Madison, Kentland, Vincennes, Evansville, Seymour, and Columbus, Ind.

Malt beverages and malt beverage advertising material, from Marion, Ind., to points in Michigan; from points in Michigan to Marion, Frankfort, Peru, Kokomo, Muncie, Huntington, Wabash, Winchester, Union City, Portland, Tip-ton, and Hartford City, Ind., and *empty malt beverage containers*, on return.

Glass containers, caps, covers, and tops therefor, from Marion, Ind., to Milwaukee, Wis., Covington and Louisville, Ky., St. Louis, Joplin, St. Joseph, North Kansas City, and Kansas City, Mo., points in that part of Illinois on and north of U. S. Highway 36, those in that part of Ohio on and west of Ohio Highway 3, and those in Michigan on south and east of Michigan Highway 46.

Caps, covers, and tops for glass containers, paper cartons, and cullet, from the above-specified destination points not including Milwaukee, Wis., to Marion, Ind.

Livestock feed, fertilizer, and fertilizer materials, from Louisville, Ky., Cincinnati, Ohio, points in the Chicago, Ill., Commercial Zone, and those in the St. Louis, Mo.-East St. Louis, Ill., Commercial Zone, to points in Indiana.

Prepared or composition roofing, asphalt shingles, and materials and supplies used in the installation of roofing and siding, from Lockport, Ill., to points in Indiana.

Irregular routes, in truckloads only:

Motor oil, in containers and greases, from Wood River, Ill., Emlenton, Farmers Valley, and Oil City, Pa., and St. Marys, W. Va., to points in Indiana.

Glass bottles and glass food containers, from Dunkirk, Ind., to Milwaukee, Wis.

Lime, from Woodville and Scioto, Ohio, to points in Indiana.

Sewer pipe, from Uhrichsville and Junction City, Ohio, to points in Indiana.

Plaster, from Grand Rapids, Mich., to points in Indiana.

Brick, from Delaware, Ohio, to points in Indiana.

Tile, from Malvern, Ohio, and Cloverport, Ky., to points in Indiana.

Automobile parts (including automobile motors and parts therefor), from Akron, Canton, Cleveland, Cincinnati, Dayton, Galion, Massillon, Middletown, Toledo, and Youngstown, Ohio, Chicago and Rockford, Ill., Allegan, Buchanan,

Detroit, Flint, Lansing, Muskegon, Muskegon Heights, and Saginaw, Mich., Erie, Pittsburgh, Reading, and Williamsport, Pa., Louisville, Ky., and St. Louis, Mo., and Milwaukee, Oshkosh, Racine, and Waukesha, Wis., to Marion, Ind.

No. MC 110603 (Sub No. 7), dated July 22, 1955.

Used Pallets, platforms or skids, from Milwaukee, Wis., Covington and Louisville, Ky., St. Louis, Joplin, North Kansas City, and Kansas City, Mo., points in Illinois on and north of U. S. Highway 136, those in Ohio on and west of Ohio Highway 3 and those in Michigan south and east of Michigan Highway 46, to Marion, Ind.

No. MC 110941 (Sub No. 1) filed October 17, 1957, SALVATORE LEMBO, 48-43 39th Place, Long Island City, New York, N. Y. Applicant's attorney: M. Hiram Kagan, 16 Court Street, Brooklyn 1, N. Y. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 110941, dated February 6, 1950.

Scrap iron, scrap steel, and scrap tin plate, in dump vehicles, over irregular routes, from Queens and Brooklyn, New York, N. Y., to Kearny, Newark, Sewaren, South Amboy, Trenton, Burlington, Florence, Bordentown, and Camden, N. J. RESTRICTION: The authorized operations shall be conducted separately from said carrier's other activities, and separate records therefor shall be maintained, and said carrier shall not transport property as both a contract and private carrier in the same vehicle at the same time.

No. MC 111149 (Sub No. 16) filed October 15, 1957, KILMER TRANSPORTATION CO., a Corporation, P. O. Box 233, Plainfield Avenue, Edison, N. J. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N. Y. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 111149, dated May 8, 1950.

Earthenware, from Perth Amboy, Woodbridge, and South Amboy, N. J., to points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, and the District of Columbia, within 300 miles of Perth Amboy.

From Perth Amboy and Woodbridge, N. J., to points in Florida, Georgia, South Carolina, North Carolina, Virginia, Tennessee, Alabama, Kentucky, Indiana, Illinois, and Michigan.

From Perth Amboy, N. J., to points in Ohio.

Materials and equipment used in the manufacture of earthenware, on return.

Lead, lead products, lead and zinc-lined materials, from Perth Amboy, South Amboy, and Woodbridge, N. J., to points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, and the District of Columbia, within 300 miles of Perth Amboy.

Damaged, rejected, or returned shipments and materials, supplies, and

equipment used or useful in the manufacture of lead products, on return.

Pigments, from Piscataway, Middlesex County, N. J., to Bethlehem, Pa.

Damaged or rejected shipments on return.

No. MC 111149 (Sub No. 5), dated November 9, 1950.

Earthenware and fittings therefor, from Rockport, Ind., to points in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Iowa, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia.

Earthenware, steel sink cabinets, shower stalls, and fittings therefor, from Delphi and Kokomo, Ind., to points in Connecticut, Delaware, Florida, Louisiana, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Vermont, West Virginia, Virginia, and the District of Columbia.

Damaged and returned shipments on return.

No. MC 111149 (Sub No. 10), dated February 16, 1954.

Earthenware plumbing fixtures and fittings therefor, from Woodbridge, N. J., to points in Wisconsin, Minnesota, Iowa, Missouri, Arkansas, Louisiana, Texas, Oklahoma, Kansas, North Dakota, South Dakota, Nebraska, and Colorado.

No. MC 111149 (Sub No. 14), dated August 30, 1956.

Earthenware (except plumbing fixtures and supplies), loose and uncrated, from the site of the plant of the Federal Seaboard Terra Cotta Company at Perth Amboy, N. J., to points in Mississippi and West Virginia, and *damaged or returned shipments* on return.

No. MC 111149 (Sub No. 15), dated February 17, 1956.

Earthenware, from Mannington, W. Va., to points in Connecticut.

No. MC 111478 (Sub No. 11) filed October 23, 1957, OIL CARRIERS CO., a Corporation, 12030 Pleasant, Detroit 25, Mich. Applicant's attorney: Robert A. Sullivan, 2606 Guardian Building, Detroit 26, Mich. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 111478, dated March 21, 1950.

Chemicals, paint and paint materials, synthetic resin, resin compound surface coating, ester-gum, paint oil, varnish, glycerine, and liquid glue, in bulk, in tank vehicles, between Ferndale, Mich., on the one hand, and, on the other, points in Michigan, Ohio, New York, Pennsylvania, West Virginia, Kentucky, Indiana, Illinois, Missouri, Kansas, Iowa, Wisconsin, Minnesota, New Jersey, Alabama, Tennessee, and Georgia.

Vegetable oils, paint thinners and solvents, in bulk, in tank vehicles, from points in the above-specified states to Ferndale, Mich.;

Chemicals, paint and paint materials, synthetic resin, resin compound surface coating, ester-gum, paint oil, varnish, and liquid glue, in bulk, in tank vehicles, between Ferndale, Mich., on the one hand, and, on the other, the boundary of the United States and Canada at Detroit, Mich.

NOTE: Applicant is authorized to conduct common carrier operations in Certificate No. MC 112703 (Sub No. 1). It has also filed concurrently with this application, Form BMC 78 application for extension of its contract carrier authority, No. MC 111478 (Sub No. 10).

No. MC 111686 (Sub No. 1) filed October 17, 1957, M & M TRUCKING COMPANY, a Corporation, State Highway 50 and Dillard Street, Winter Garden, Fla. Applicant's attorney: Martin Sack, Atlantic National Bank Building, Jacksonville 2, Fla. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 111686, dated October 17, 1950. *Petroleum products, in containers, from St. Marys, W. Va., and Farmers Valley, Pa., to points in Florida in and south of Levy, Marion, Lake, and Volusia Counties, Fla.*

No. MC 111771 (Sub No. 2) filed October 23, 1957, ORVILLE A. ZAK, doing business as ZAK BOX AND CARTAGE CO., 7100 Clark Avenue, Cleveland, Ohio. Applicant's representative: J. J. Kuhner, 736 Society for Savings Building, Cleveland 14, Ohio. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 111771, dated October 11, 1950. *Aluminum ingots, slabs and scrap, and zinc slabs and scrap, from Maple Heights, Ohio, to points in Pennsylvania on and west of U. S. Highway 219.*

Aluminum and zinc scrap, on return. No. MC 111771 (Sub No. 1), dated March 18, 1952.

Aluminum shot, granular aluminum and zinc ingots, from Maple Heights, Ohio, to points in Pennsylvania on and west of U. S. Highway 219.

No. MC 112017 (Sub No. 2) filed October 8, 1957, HARRY PROBO, 31 Stegman Place, Jersey City 5, N. J. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 112017 (Sub No. 1), dated March 9, 1955.

School, church and theatre furniture, between points in New Jersey within 100 miles of Jersey City, N. J., including Jersey City, restricted to traffic having a prior movement by railroad.

No. MC 113141 (Sub No. 2) filed October 7, 1957, JOHN HAGGARD, JR., doing business as HAGGARD HEAVY HAULING, 1316 St. Louis Avenue, Kansas City 1, Mo. Applicant's attorney: Walter V. Huston, 4105 Main Street, Kansas City 11, Mo. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 113141 (Sub No. 1), dated July 15, 1954.

Heavy machinery, construction materials, supplies and equipment, junk, and fencing materials, between Kansas City, Mo., and North Kansas City, Mo., on the one hand, and, on the other, points in Kansas, Oklahoma, Nebraska, Iowa, and Illinois.

No. MC 113382 (Sub No. 6) filed October 16, 1957, HOWARD J. NELSEN AND JAMES MELVIN NELSEN, a Partnership, doing business as NELSEN BROTHERS, 1215 Sixth Corso, Nebraska City, Nebr. Applicant's attorney: J. Max Harding, IBM Bldg., 605 South 12th Street, Lincoln 8, Nebr. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 113382 (Sub No. 1), dated January 15, 1953.

Canned vegetables, canned fruits, and canned meats, over specified regular route between Hamburg, Iowa, and Nebraska City, Nebr.

Fresh meats, from Wichita and Topeka, Kans., Kansas City and St. Joseph, Mo., and Mason City, Waterloo, Ottumwa, and Sioux City, Iowa, to Nebraska City, Nebr.

Fresh vegetables, from Kansas City, Mo., Des Moines and Iowa City, Iowa, to Nebraska City, Nebr.

And under special and individual contracts or agreements, for the transportation of the commodities indicated and in the manner specified below:

Canned goods and table sauces, from Nebraska City, Nebr., to points in Nebraska, Iowa, Missouri, Kansas, Colorado, Oklahoma, Minnesota, South Dakota, Montana, Wyoming, Illinois, and Arkansas.

Building paper, prepared roofing, and roofing cement, in truckload lots, from Kansas City, Mo., to Tecumseh, Chester, Auburn, Dawson, Shubert, Nemaha, Beatrice, Beaver Crossing, Cook, Lincoln, and Grand Island, Nebr.

Barium, from Kansas City, Mo. to Nebraska City, Nebr.

Salt, from Hutchinson, Kans., to Nebraska City, Nebr.

Beans and peas, from Sioux City, Iowa, Billings, Mont., and points in Colorado, to Nebraska City, Nebr.

Canned goods, from Grinnell and Atlantic, Iowa, to Nebraska City, Nebr.

Feed, from Kansas City, Kans., to Auburn, Nebr.

Canned dog food, from Kansas City, Kans., to Omaha, Lincoln, and Nebraska.

Such merchandise as is dealt in by retail grocery and food business houses, subject to a "Keystone" restriction, from Kansas City, Mo., and Kansas City, Kans., to Nebraska City, Fort Crook, Omaha, Fort Omaha, Lincoln, and Grand Island, Nebr., and Council Bluffs, Iowa.

No. MC 114614 (Sub No. 5) filed October 4, 1957, T. T. BROOKS TRUCKING COMPANY, INCORPORATED, 1104 Chitwood Avenue, Fort Payne, Ala. Applicant's attorney: Dale C. Dillon, 1825 Jefferson Place NW., Washington 6, D. C. For authority to operate as a common carrier of the same commodities between the same points or within the same ter-

ritory as authorized in the following permit:

No. MC 114614, dated April 15, 1957.

Carpeting, over specified regular routes, between Cincinnati, Ohio, and Cordele, Ga., serving the intermediate points of Atlanta, Griffin, and Macon, Ga., and the off-route points of Columbus, Albany, and Rome, Ga.

White, red, and sublime lead, litharge, zinc oxide, lithapone, pig ingot and bar lead, lead pipe and fittings, lead roof flanges, solder, babbitt, base metal alloy, and pig tin, from Cincinnati, Ohio to points in the described part of Georgia, serving no intermediate points on the specified regular routes, as follows: From Cincinnati over U. S. Highway 25 to Lexington, Ky., thence over U. S. Highway 27 to Chattanooga, Tenn., thence over U. S. Highway 41 to the Tennessee-Georgia State line, and thence over irregular routes to points in that part of Georgia on and west of a line beginning at a point on the North Carolina-Georgia State line near Dillard, Ga., and extending along Georgia Highway 15 to Dublin, Ga., thence along Georgia Highway 31 to junction U. S. Highway 129 to the Georgia-Florida State line, including points in Georgia on the indicated portions of the highways specified; and return over irregular routes to the Georgia-Tennessee State line, thence over the regular route specified immediately above to Cincinnati.

Such commodities, as are manufactured, processed or dealt in by rubber or rubber products manufacturers, including supplies incidental to the conduct of such businesses, from Newark, Ohio, to points in Alabama, Tennessee, and Georgia.

From Akron, Ohio, to Knoxville, Chattanooga, and Nashville, Tenn., and points in Alabama and Georgia; and Materials used in the manufacture of rubber products and returned or rejected shipments of such commodities as are manufactured, processed, or dealt in by rubber or rubber products manufacturers, including supplies incidental to the conduct of such businesses, from Knoxville, Chattanooga, and Nashville, Tenn., and points in Alabama and Georgia, to Akron, Ohio.

Rejected shipments of such commodities as are manufactured, processed, or dealt in by rubber or rubber products manufacturers, including supplies incidental to the conduct of such businesses, from points in Alabama, Tennessee, and Georgia, except Atlanta, Ga., to Newark, Ohio, with no transportation for compensation on return except as otherwise authorized.

Returned or rejected shipments of such commodities as are manufactured, processed, or dealt in by rubber or rubber products manufacturers, and equipment, materials, and supplies used in the conduct of such businesses, from Atlanta, Ga., to Newark, Ohio.

Such commodities, as are manufactured, processed or dealt in by rubber and rubber products manufacturers, and supplies used in the conduct of such businesses, from Akron, Ohio, to Jackson, Laurel, Meridian, and Columbus, Miss.

From Mansfield, Ohio, to Nashville, Knoxville, and Chattanooga, Tenn., and points in Georgia and Alabama and

Rejected articles and empty used containers, from destination points specified in the two paragraphs next above to the respective origin points.

Equipment, materials, and supplies used in the conduct of businesses as specified above, except textiles and textile products, from Jackson, Laurel, Meridian, and Columbus, Miss., to Akron, Ohio.

From Nashville, Knoxville, and Chattanooga, Tenn., and points in Georgia and Alabama, to Mansfield, Ohio, and

Rejected articles and empty used containers, from destination points specified in the two paragraphs next above to the respective origin points.

Textiles and textile products, from points in that part of Georgia, on and north of U. S. Highway 80 extending from Columbus to Macon and on and west of U. S. Highway 129 extending from Macon to the Georgia-North Carolina State line, to Mansfield, Ohio, from Tallahassee, Ala., and points in Georgia on and north of U. S. Highway 80 extending from Columbus to Macon and on and west of U. S. Highway 120 extending from Macon to the Georgia-North Carolina State line, to Newark, Ohio, and

Rejected articles and empty used containers, from destination points specified in the two paragraphs next above to the respective origin points.

Machinery used in the manufacture of rubber products, between Kent, Ohio, on the one hand, and, on the other, Knoxville, Chattanooga, and Nashville, Tenn., Jackson, Laurel, Meridian, and Columbus, Miss., and points in Alabama and Georgia.

No. MC 115297 (Sub No. 1) filed October 4, 1957, RAY MOLDER CARRIER CORPORATION, 4444 17th Street Extension SW., Canton, Ohio. Applicant's attorney: Richard H. Brandon, Hartman Building, Columbus 15, Ohio. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 115297, dated May 23, 1955.

Petroleum products, in bulk, in tank vehicles, from Toledo, Ohio, to points in the lower peninsula of Michigan;

Liquid petroleum products, in tank vehicles from Findlay, Ohio, to points in the lower peninsula of Michigan.

No. MC 115488 (Sub No. 1) filed October 3, 1957, LOUIS MORRIS, 97 East Third Street, New York, N. Y. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 115488, dated May 14, 1956.

New furniture as described in Appendix II to the report in Descriptions in Motor Carrier Certificates 61 MCC 209, stoves, ranges, refrigerators, freezers, ironers, washing machines, drying machines, air conditioners, television sets, talking machines, radios and combination radio-talking machine-television sets, uncrated, from New York, N. Y. to points in New Jersey on and north of New Jersey Highway 33 except Trenton, N. J.

MOTOR CARRIERS OF PASSENGERS

No. MC 52767 (Sub No. 1), filed October 9, 1957, HARVEY REDDEN, INC., 221 Murray Street, Newark, N. J. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N. Y. For authority to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 52767, dated November 27, 1950.

Passengers, restricted to the transportation of workmen to or from railway maintenance and/or repair jobs, over irregular routes, between points on the line of the Pennsylvania Railroad lying between New York, N. Y., on the one hand, and, on the other, Philadelphia, Pa.

NOTE: Carrier conducts contract carrier operations of property by virtue of Permit No. MC 69622, dated November 27, 1950. BOR 96 to cover conversion of this Permit has been assigned No. MC 69622 (Sub No. 1).

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F. R. Doc. 57-9820; Filed, Nov. 26, 1957;
8:55 a. m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

NOVEMBER 22, 1957.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 34310: *Fertilizer and materials between points in southern territory*. Filed by O. W. South, Jr., Agent, (SFA No. A3563), for interested rail carriers. Rates on fertilizer and fertilizer materials, carloads, also land plaster and phospho plaster, carloads between points in southern territory, including points in Virginia and specified points in West Virginia, as included in the schedules listed below.

Grounds for relief: Short-line distance formula, grouping and special rate treatment for short or weak lines.

Tariffs: Supplement 100 to Agent Spaninger's tariff I. C. C. 1510. Supplement 44 to Agent Spaninger's tariff I. C. C. 1267.

FSA No. 34311: *Asphalt—Southwestern points to points in southern territory*. Filed by F. C. Kratzmeir, Agent, (SWFB No. B-7151), for interested rail carriers. Rates on asphalt (asphaltum), natural by-product or petroleum (other than paint, stain or varnish), in packages, or in bulk, straight or mixed carloads, and in tank-car loads from points in Arkansas, Kansas, Louisiana, Missouri, Oklahoma, and Texas described in the schedule below to points in states in southern territory except Virginia, named or described in the schedule listed below, including border points, Cincinnati, Ohio, Evansville, Jeffersonville, and New Albany, Ind.

Grounds for relief: Short-line distance formula and market competition.

Tariff: Supplement 27 to Agent Kratzmeir's tariff I. C. C. 4165.

FSA No. 34312: *Chemicals—Velasco, Tex., to Kansas City, Mo.* Filed by F. C. Kratzmeir, Agent (SWFB No. B-7159), for interested rail carriers. Rates on carbon tetrachloride and ethylene dichloride, straight or mixed tank-car loads from Velasco, Tex., to Kansas City, Mo.

Grounds for relief: Barge competition.

Tariff: Supplement 405 to Agent Kratzmeir's tariff I. C. C. 4139.

AGGREGATE OF INTERMEDIATES

FSA No. 34313: *Chemicals—Velasco, Tex., to Kansas City, Mo.* Filed by F. C. Kratzmeir, Agent (SWFB No. B-7160), for interested rail carriers. Rates on carbon tetrachloride and ethylene dichloride, straight or mixed tank-car loads from Velasco, Tex., to Kansas City, Mo.

Grounds for relief: Maintenance of water-competitive rate not applicable in constructing combination rates lower than through rates from or to points beyond the named points.

Tariff: Supplement 405 to Agent Kratzmeir's tariff I. C. C. 4139.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F. R. Doc. 57-9814; Filed, Nov. 26, 1957;
8:53 a. m.]

[No. 32313]

COMMODITIES; PAN-ATLANTIC, BETWEEN THE EAST AND TEXAS

RATES AND CHARGES

At a session of the Interstate Commerce Commission, Board of Suspension, held at its office in Washington, D. C., on the 8th day of November, A. D. 1957.

There being under consideration the matter of rates and charges, and rules, regulations and practices affecting such rates and charges applicable on interstate or foreign commerce of various commodities, from eastern origins to Dallas and Ft. Worth, Texas, as set forth in the following schedules:

Pan-Atlantic Steamship Corporation:
MF-I. C. C. No. 64;
On Thirteenth Revised Page 90, Item No. 3030;
On Fourteenth Revised Page 91, Item No. 3060;
On Seventh Revised Page 99, Item No. 3359;
On Eighth Revised Page 104-A, Item No. 3561;
On First Revised Page 126-A, Item No. 4181;
On Fifteenth Revised Page 128, Item No. 4205;
On Tenth Revised Page 129, in Item No. 4231, the 204-cent rates;
On Fifth Revised Page 129-A, Item No. 4242;
On Twenty First Revised Page 133, Item No. 4392;
On Third Revised Page 134-A, Item No. 4459;
On Twelfth Revised Page 138, Item No. 4545;

On Sixth Revised Page 140-C, in Item No. 4601, the rates from New Haven, Conn., Baltimore, Md., and Philadelphia, Pa.;
On Eleventh Revised Page 145, Item No. 4764;
On Sixth Revised Page 154, Item No. 5190;
On Eighth Revised Page 157-A, in Item No. 5321, the rate from Buffalo, N. Y.;
On Fourteenth Revised Page 158, Item No. 5330;
On Eighteenth Revised Page 159, Item No. 5370;
On Fifth Revised Page 159-A, Item No. 5378;
On Fifteenth Revised Page 161, Item No. 5450;
On Eleventh Revised Page 169, in Item No. 5750, the rate from New York, Pa.;
On Fifth Revised Page 169-A, in Item No. 5760, and on Twelfth Revised Page 170, in Item No. 5770, the rates from Hanover and York, Pa.;
or as the same may be amended or reissued;

It appearing, that upon consideration of the tariff schedules there is reason to institute an investigation to determine whether they result in rates and charges, rules or regulations and practices that are unjust and unreasonable in violation of the Interstate Commerce Act; and good cause appearing therefor:

It is ordered, That an investigation be, and it is hereby, instituted, upon the Commission's own motion, into and concerning the lawfulness of the rates, charges, rules, regulations, and practices contained in said schedules, with a view to making such findings and orders in the premises as the facts and circumstances shall warrant.

It is further ordered, That the investigation in this proceeding shall not be confined to the matters and issues hereinbefore stated as the reason for instituting this investigation, but shall include all matters and issues with respect to the lawfulness of the said rates, charges, rules, regulations and practices under the Interstate Commerce Act.

It is further ordered, That a copy of this order be served on the respondents' attorneys in fact who filed the schedules containing the rates under investigation herein; and that further notice of this proceeding be given to the respondents, and that notice be given to the general public by posting a copy of this order in the office of the Secretary of the Commission at Washington, D. C., and by filing a copy with the Director, Division of the Federal Register.

And it is further ordered, That this matter be assigned for hearing at a time and place to be hereafter fixed.

By the Commission, Board of Suspension.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F. R. Doc. 57-9815; Filed, Nov. 26, 1957;
8:53 a. m.]

[No. 32294]

ILLINOIS INTRASTATE COAL RATES TO
EAST ST. LOUIS, ILL.

NOTICE OF INVESTIGATION AND HEARING

At a session of the Interstate Commerce Commission, Division 2, held at

its office in Washington, D. C., this 20th day of November A. D. 1957.

The Illinois Central Railroad Company, a common carrier by railroad operating to, from, and between points in the State of Illinois, filed a petition dated October 11, 1957, averring that reduced intrastate multiple-car rates on bituminous coal from points in the Southern Illinois group to East St. Louis and certain intermediate and related destinations in Illinois established by the Chicago, Burlington & Quincy Railroad Company, effective October 8, 1957, cause and create undue and unreasonable advantage, preference, and prejudice between persons and localities in intrastate commerce, on the one hand, and in interstate commerce, on the other hand, and cause undue, unreasonable and unjust discrimination against and an undue burden upon interstate commerce in violation of sections 3, 13 and 15a of the Interstate Commerce Act. Petitioner requests the Commission to institute an investigation of such rates, and to assign the proceeding for hearing jointly with I. & S. No. 6815, Bituminous Coal—Illinois to St. Louis, Mo., wherein the Commission suspended, pending investigation thereof, reduced multiple-car interstate rates on bituminous coal from certain points in Illinois to St. Louis, Mo., proposed by the Chicago, Burlington & Quincy Railroad Company.

Upon consideration of the petition, the reply thereto by the Chicago, Burlington & Quincy Railroad Company, and the matters under investigation in I. & S. 6815, and for good cause appearing:

It is ordered, That the petition be, and it is hereby, received and docketed under the above-numbered and titled proceeding; that in response to such petition, an investigation be, and it is hereby, instituted and that a hearing be held herein for the purpose of receiving evidence from the respondents hereinafter designated and any other interested persons as to the lawfulness of said intrastate rates in the State of Illinois (as more particularly set forth in the petition) to determine whether they are in violation of the Interstate Commerce Act;

It is further ordered, That the common carriers by railroad listed in the appendix to said petition, be, and they are hereby, made respondents to this proceeding; that a copy of this order be served upon each of the said respondents, and that the State of Illinois be notified of the proceeding by sending copies of this order and of said petition by registered mail to the Governor of the said state, and to the Illinois Commerce Commission at Chicago, Ill.;

It is further ordered, That notice of this proceeding be given to the public by depositing a copy of this order in the office of the Secretary of the Commission at Washington, D. C., for public inspection, and by filing a copy with the Director, Division of the Federal Register, Washington, D. C.;

And it is further ordered, That this proceeding be, and the same is hereby, assigned for hearing with I. & S. No. 6815 on January 13, 1958, at 9:30 a. m., U. S.

standard time, at the Mark Twain Hotel, St. Louis, Mo., before Examiner Richard S. Ries.

By the Commission, Division 2:

[SEAL] HAROLD D. MCCOY,
Secretary.

[F. R. Doc. 57-9816; Filed, Nov. 26, 1957;
8:54 a. m.]

[Rev. S. O. 562, Amdt. 1 to Taylor's I. C. C. Order 88]

CHICAGO, ROCK ISLAND AND PACIFIC
RAILROAD CO.

REROUTING OR DIVERSION OF TRAFFIC

Upon further consideration of Taylor's I. C. C. Order No. 88 and good cause appearing therefor: *It is ordered*, That: Taylor's I. C. C. Order No. 88, be, and it is hereby, amended by substituting the following paragraph (g) for paragraph (g) thereof:

(g) Expiration date: This order shall expire at 11:59 p. m., May 31, 1958, unless otherwise modified, changed, suspended or annulled.

It is further ordered, That this amendment shall become effective at 11:59 p. m., November 30, 1957, and that this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement, and by filing it with the Director, Division of the Federal Register.

Issued at Washington, D. C., November 21, 1957.

INTERSTATE COMMERCE
COMMISSION,
CHARLES W. TAYLOR,
Agent.

[F. R. Doc. 57-9817; Filed, Nov. 26, 1957;
8:54 a. m.]

[Notice 17]

MOTOR CARRIER ALTERNATE ROUTE
DEVIATION NOTICES

NOVEMBER 22, 1957.

The following letter-notices of proposals to operate over deviation routes for operating convenience only with no service at intermediate points have been filed with the Interstate Commerce Commission, under the Commission's Deviation Rules Revised, 1957 (49 CFR 211.1 (c) (8)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1 (d) (4)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 211.1 (e)) at any time but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Deviation Rules Revised, 1957, will be numbered consecutively for convenience in identification and protests if any

should refer to such letter-notices by number.

MOTOR CARRIERS OF PROPERTY

No. MC-29859 (Deviation No. 1), **BRINKER TRUCK LINE, INC.**, 210 Poplar Street, St. Louis 2, Mo., filed November 14, 1957. Carrier proposes to operate as a *common carrier* by motor vehicle of *general commodities*, with certain exceptions, over two deviation routes (a) between junction U. S. Highway 67A (formerly U. S. Highway 67) and U. S. Highway 67 south of Jacksonville, Ill., and the junction of the same highways north of Alton, Ill., as follows: from junction U. S. Highways 67A and 67 south of Jacksonville, over U. S. Highway 67 to junction U. S. Highway 67A north of Alton; and (b) between Alton, Ill., and St. Louis, Mo., as follows: from Alton, over U. S. Highway 67 (formerly Missouri Highway 99) to St. Louis; and return over the same routes, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities between the above-described termini over U. S. Highway 67A (formerly U. S. Highway 67).

No. MC-101458 (Deviation No. 1), **NATIONAL CARTAGE CO.**, 1017 West 48th Street, Chicago, Ill., filed November 14, 1957. Attorney for said carrier, Ferdinand Born, 1019 Chamber of Commerce Bldg., Indianapolis 4, Ind. Carrier proposes to operate as a *common carrier* by motor vehicle of *general commodities*, with certain exceptions, over six deviation routes (a) between Gary, Ind., and Valparaiso, Ind., as follows: from Gary over the Indiana Toll Road to junction Indiana Highway 49, thence over Indiana Highway 49 to Valparaiso; (b) between Gary, Ind., and Michigan City, Ind., as follows: from Gary over the Indiana Toll Road to junction U. S. Highway 421, thence over U. S. Highway 421 to Michigan City; (c) between the Indiana-Illinois State line and LaPorte, Ind., as follows: from the Indiana-Illinois State line over the Indiana Toll Road to junction Indiana Highway 39, thence over Indiana Highway 39 to LaPorte; (d) between Gary, Ind., and New Buffalo, Mich., as follows: from Gary over the Indiana Toll Road to junction Indiana Highway 39, thence over Indiana and Michigan Highway 39 to New Buffalo; (e) between Gary, Ind., and U. S. Highway 31 (near South Bend, Ind.) as follows: from Gary over the Indiana Toll Road to junction U. S. Highway 31; and (f) between Gary, Ind., and Elkhart, Ind., as follows: from Gary over the Indiana Toll Road to junction Indiana Highway 19, thence over Indiana Highway 19 to Elkhart; and return over the same routes, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over the following pertinent routes: between Chicago, Ill., and South Bend, Ind., over U. S. Highways 12, 112, and 31; between Chicago, Ill., and Dowagiac, Mich., over U. S. Highways 12, 112, and Michigan Highway 40; between Joliet, Ill., and Elkhart,

Ind., over U. S. Highway 6, Indiana Highway 130, Indiana Highway 2, and U. S. Highway 20; between Benton Harbor, Mich., and South Bend, Ind., over Michigan Highway 139, unnumbered highway, Michigan Highway 62, and Indiana Highway 23; between Chicago, Ill., and Chicago Heights, Ill., over Illinois Highway 1; between Chicago, Ill., and St. Charles, Ill., over Illinois Highway 64; between Chicago, Ill., and Joliet, Ill., over Illinois Highway 4A; between Chicago, Ill., and Waukegan, Ill., over Illinois Highway 42; between Chicago, Ill., and Lake Bluff, Ill., over U. S. Highway 12 and Illinois Highway 176; between Chicago, Ill., and Gary, Ind., over U. S. Highway 20; between South Bend, Ind., and LaPorte, Ind., over Indiana Highway 23, U. S. Highways 6 and 35; between junction Indiana Highway 2 and U. S. Highway 6 and Kingsbury, Ind., over U. S. Highways 6 and 35; and return over the same routes.

No. MC-107475 (Deviation No. 1), **DANCE FREIGHT LINES, INC.**, 920 Dance Court, Cincinnati 3, Ohio, filed November 14, 1957. Carrier proposes to operate as a *common carrier* by motor vehicle of *general commodities*, with certain exceptions, over a deviation route between Lexington, Ky., and Chattanooga, Tenn., as follows: from Lexington over U. S. Highway 27 to Harriman, Tenn., thence over Tennessee Highway 61 to Rockwood, Tenn., and thence over U. S. Highway 27 to Chattanooga, and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities between Lexington, Ky., and Chattanooga, Tenn., over U. S. Highway 27.

By the Commission.

[SEAL]

HAROLD D. MCCOY,
Secretary.

[F. R. Doc. 57-9818; Filed, Nov. 26, 1957;
8:54 a. m.]

DEPARTMENT OF LABOR

Wage and Hour Division

LEARNER EMPLOYMENT CERTIFICATES

ISSUANCE TO VARIOUS INDUSTRIES

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended; 29 U. S. C. 201 et seq.), the regulations on employment of learners (29 CFR Part 522), and Administrative Order No. 414 (16 F. R. 7367), the firms listed in this notice have been issued special certificates authorizing the employment of learners at hourly wage rates lower than the minimum wage rates otherwise applicable under section 6 of the act. The effective and expiration dates, occupations, wage rates, number or proportion of learners, learning periods, and the principal product manufactured by the employer for certificates issued under general learner regulations (§§ 522.1 to 522.11) are as indicated below. Conditions provided in certificates issued under special industry regulations are as established in these regulations.

Apparel Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.20 to 522.24, as amended).

The following learner certificates were issued authorizing the employment of 10 percent of the total number of factory production workers for normal labor turnover purposes. The effective and expiration dates are indicated.

Alabama Textile Product Corp., Andalusia, Ala.; effective 12-1-57 to 11-30-58 (dress shirts, sport shirts, work pants).

Alabama Textile Product Corp., Panama City, Fla.; effective 12-1-57 to 11-30-58 (dress shirts).

Allen Garment Co., Inc., 706 19th Avenue, North, Nashville, Tenn.; effective 11-26-57 to 4-25-58 (men's and boys' sport shirts).

The Andala Co., Andalusia, Ala.; effective 12-1-57 to 11-30-58 (work shirts, work pants).

Benjamin & Johnes, Inc., Bien Jolie Foundation, 410 Ashe Avenue, Dunn, N. C., effective 11-14-57 to 11-13-58 (women's foundation garments).

Biltmore Manufacturing Co., Asheville, N. C.; effective 12-1-57 to 11-30-58 (women's sportswear).

Blue Bell, Inc., Prentiss County, Booneville, Miss.; effective 11-25-57 to 4-30-58 (men's and women's shirts).

Blue Bell, Inc., 450 East Barnes Street, Bushnell, Ill.; effective 12-9-57 to 12-8-58 (men's and boys' cotton twill matched pants).

Brook Manufacturing Co., Inc., First and Miles Streets, Old Forge, Pa.; effective 12-1-57 to 11-30-58 (men's trousers).

Cowden Manufacturing Co., 112 Hamilton Avenue, Lancaster, Ky.; effective 11-28-57 to 11-27-58. Workers engaged in the production of men's overalls and jackets (bib overalls and jackets).

Cowden Manufacturing Co., 112 Hamilton Avenue, Lancaster, Ky.; effective 11-28-57 to 11-27-58. Workers engaged in the production of ladies' and girls' dungarees (girls' and ladies' jeans).

Crisfield Shirt & Pajama Co., Inc., Princess Anne, Md.; effective 12-1-57 to 11-30-58 (boys' shirts).

Empire Manufacturing Co., Winder, Ga.; effective 11-23-57 to 3-31-58 (pants).

Four's Co., Inc., East Brown Street, Blairsville, Pa.; effective 11-14-57 to 11-13-58 (children's dresses).

Glen Lyon Bra Co., West Enterprise and Market Streets, Glen Lyon, Pa.; effective 11-18-57 to 4-17-48 (brassieres).

Glen Lyon Brassiere & Corset Co., 44 Carey Avenue, Wilkes-Barre, Pa.; effective 11-15-57 to 4-30-58 (corsets and allied garments).

Harrisville Garment Corp., Harrisville, W. Va.; effective 11-24-57 to 4-23-58 (women's and children's cotton blouses).

The Jay Garment Co., Portland, Ind.; effective 12-1-57 to 11-30-58 (men's cotton work clothing).

Lincoln Brassiere Co., Inc., Lincoln County, Hamlin, W. Va.; effective 12-1-57 to 11-30-58 (brassieres).

Linn Manufacturing Co., Linn, Mo.; effective 11-22-57 to 4-30-58 (men's semidress trousers).

Metter Manufacturing Co., Metter, Ga.; effective 11-15-57 to 4-30-58 (ladies' blouses).

Newton Co., Newton, Miss.; effective 11-29-57 to 4-30-58. Workers engaged in the production of ladies' slacks (ladies' slacks).

Newton Co., Newton, Miss.; effective 11-29-57 to 4-30-58. Workers engaged in the production of men's slacks (men's slacks).

Phillips-Van Heusen Corp., Brinkley, Ark.; effective 12-1-57 to 11-30-58 (dress shirts).

Regal Shirt Corp., 208 South Third Street, Catawissa, Pa.; effective 12-1-57 to 11-30-58 (sport shirts).

Regina Manufacturing Co., 44 Carey Avenue, Wilkes-Barre, Pa.; effective 12-1-57 to 4-30-58 (women's apparel).

Reliance Manufacturing Co., Magnolia Factory, Laurel, Miss.; effective 12-1-57 to 4-30-58 (sport shirts).

Sandye Shirt Corp., Portland, Tenn.; effective 11-20-57 to 4-19-58 (men's and boys' shirts).

M. C. Schrank Co., 17-21 Broad Street, Bridgeton, N. J.; effective 12-1-57 to 11-30-58 (ladies' lingerie and sleepwear).

Henry I. Siegel Co., Inc., Trezevant, Tenn.; effective 12-1-57 to 11-30-58 (men's and boys' pants).

States Nitewear Manufacturing Co., Inc., Healy and Bates Streets, New Bedford, Mass.; effective 12-1-57 to 11-30-58 (cotton nightgowns and pajamas).

Sunstate Slacks, Inc., 900 North Howard Avenue, Tampa, Fla.; effective 12-1-57 to 11-30-58 (dress trousers).

Terre Hill Manufacturing Co., Inc., Lancaster County, Blue Ball, Pa.; effective 11-22-57 to 3-31-58. Workers engaged in the production of ladies' and children's slips and ladies' nightwear of woven fabric (ladies' nightgowns, ladies' and children's slips).

The Warner Brothers Co., Thomasville, Ga.; effective 12-1-57 to 11-30-58 (corsets and brassieres).

Wilcox Garment Co., Inc., Rochelle, Ga.; effective 12-1-57 to 4-30-58 (men's dress shirts).

The following learner certificates were issued for normal labor turnover purposes. The effective and expiration dates and the number of learners authorized are indicated.

Armored Garments, Inc., Spruce Pine, N. C.; effective 12-1-57 to 11-30-58; 10 learners (denim dungarees).

Glenn Berry Manufacturers, Inc., 307 Illinois, Oswego, Kans.; effective 12-1-57 to 11-30-58; 10 learners (boys' dungarees).

Century Manufacturing Corp., 3 North Main Street, Sandwich, Ill.; effective 11-18-57 to 11-17-58; five learners (overalls and dungarees).

H. & A. Pants Manufacturing Co., 625 Washington Boulevard, Baltimore, Md.; effective 12-1-57 to 11-30-58; five learners (boys' pants).

J. B. C. Co., Inc., 541 West Coolidge Avenue, Coolidge, Ariz.; effective 11-19-57 to 11-18-58; 10 learners (men's pants).

Jay Garment Co., Brookville, Ind.; effective 12-1-57 to 11-30-58; 10 learners (cotton overalls).

Necho Mills, Inc., 108 Logan Street, Pottsville, Pa.; effective 11-19-57 to 11-18-58; 10 learners (knitted underwear).

Prescott Sportswear Manufacturing Co., Inc., 117 North Montezuma Street, Prescott, Ariz.; effective 12-1-57 to 11-30-58; five learners (men's frontier pants, women's and children's riders, women's cotton shorts and similar sportswear items).

Shrewsbury Manufacturing Co., Inc., 46 East Forrest Street, Shrewsbury, Pa.; effective 11-18-57 to 11-17-58; five learners (women's and girls' pajamas).

Thunderbird Fashions, Inc., 116 North Cortez, Prescott, Ariz.; effective 12-1-57 to 11-30-58; five learners (women's squaw dresses).

Woods Manufacturing Co., 202 Garrison Avenue, Fort Smith, Ark.; effective 11-23-57 to 4-30-58; 10 learners (men's and boys' trousers).

The following learner certificates were issued for plant expansion purposes. The effective and expiration dates and the number of learners authorized are indicated.

Edmonton Manufacturing Co., Edmonton, Ky.; effective 11-14-57 to 5-13-58; 25 learners

(men's work clothing—pants, shirts, jackets, etc.).

True Loom Manufacturing Co., Inc., Lafayette, Tenn.; effective 12-7-57 to 6-6-58; 50 learners (men's sport shirts).

Cigar Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.80 to 522.85, as amended).

John H. Swisher & Son, Inc., Cullman, Ala.; effective 11-18-57 to 5-17-58; 100 learners for plant expansion purposes, in the occupations of: (1) cigar machine operating and cigar packing (cigars retailing for over 6 cents) for a learning period of 320 hours at the rate of 80 cents an hour; and (2) cigar packing (cigars retailing for 6 cents or less) and machine stripping for a learning period of 160 hours at the rate of 80 cents an hour.

Glove Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.60 to 522.65, as amended).

Indianapolis Glove Co., Inc., Mount Ida, Ark.; effective 11-14-57 to 11-13-58; 10 learners for normal labor turnover purposes (work gloves).

Newton Glove Manufacturing Co., Newton, N. C.; effective 11-21-57 to 4-20-58; 10 percent of the total number of machine stitchers for normal labor turnover purposes (cotton work gloves).

Hosiery Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.40 to 522.43, as amended).

V. I. Prewett & Son, Fort Payne, Ala.; effective 11-13-57 to 11-12-58; five learners for normal labor turnover purposes (seamless and infants' hosiery).

Sharon Hosiery Dyeing & Finishing Co., Inc., Heller Rd., Quakertown, Pa.; effective 11-11-57 to 11-10-58; five learners for normal labor turnover purposes (full-fashioned).

Villa Rica Hosiery Mills, Villa Rica, Ga.; effective 11-18-57 to 4-17-58; 5 percent of the total number of factory production workers for normal labor turnover purposes (seamless).

Knitted Wear Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.30 to 522.35, as amended).

Dixie Belle Textiles, Inc., Gibsonville, N. C.; effective 11-12-57 to 4-11-58; 5 percent of the total number of factory production workers for normal labor turnover purposes (ladies' and children's knitted underwear and woven underwear).

Junior Form Lingerie Corp., Atkinson Way, Boswell, Pa.; effective 11-26-57 to 3-31-58; 5 percent of the total number of factory production workers for normal labor turnover purposes. Authorized occupations include final inspection of assembled garments for a learning period of 160 hours (ladies' underwear, slips).

Kingsboro Mills, Inc., Lebanon, Tenn.; effective 11-18-57 to 11-17-58; five learners for normal labor turnover purposes. Authorized occupations include final inspection of assembled garments for a learning period of 160 hours (ladies' lingerie).

Kingsboro Mills, Inc., Sparta Street, McMinnville, Tenn.; effective 11-16-57 to 11-15-58; 5 percent of the total number of factory production workers for normal labor turnover purposes. Authorized occupations include final inspection of assembled garments for a learning period of 160 hours (women's and children's lingerie).

Lacy Manufacturing Co., Inc., 901 Adele Street, Martinsville, Va.; effective 11-15-57 to 5-14-58; 10 learners for plant expansion purposes (swimwear).

Reidler Knitting Mills, Inc., 757 West Broad Street, Hazleton, Pa.; effective 11-24-57 to

3-31-58; 5 percent of the total number of factory production workers for normal labor turnover purposes (cotton knit underwear).

Terre Hill Manufacturing Co., Inc., Lancaster County, Blue Ball, Pa., Plant No. 2, Terre Hill, Pa.; effective 11-22-57 to 3-31-58; 5 percent of the total number of factory production workers engaged in the production of slips and nightgowns of knitted fabric for normal labor turnover purposes. Authorized occupations include final inspection of assembled garments for a learning period of 160 hours (ladies' and children's slips).

Shoe Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.50 to 522.55, as amended).

L. E. Beaudin Shoe Co., Inc., Factory Street, Hanover, Pa.; effective 12-1-57 to 11-30-58; 10 percent of the total number of factory production workers for normal labor turnover purposes.

Casey Manufacturing Co., E. Main Street, Casey, Ill.; effective 11-16-57 to 3-31-58; 10 percent of the total number of factory production workers for normal labor turnover purposes.

Greenup Manufacturing Co., Greenup, Ill.; effective 11-16-57 to 11-15-58; 10 percent of the total number of factory production workers for normal labor turnover purposes.

Penn Footwear Co., Line and Grove Streets, Naticoke, Pa.; effective 12-1-57 to 11-30-58; 10 percent of the total number of factory production workers for normal labor turnover purposes.

Rex Shoe Co., Inc., 1950 Wyoming Avenue, Exeter (Pittston), Pa.; effective 12-1-57 to 11-30-58; 10 percent of the total number of factory production workers for normal labor turnover purposes.

Vocational Footwear, Inc., Lutesville, Mo.; effective 12-1-57 to 11-30-58; 10 percent of the total number of factory production workers for normal labor turnover purposes.

Regulations Applicable to the Employment of Learners (29 CFR 522.1 to 522.11, as amended).

Muscatine Pearl Works, Columbus Junction, Iowa; effective 11-15-57 to 5-14-58; authorizing the employment of 3 learners for normal labor turnover purposes, in the occupation of blank button cutter for a learning period of 480 hours at the rates of 85 cents an hour for the first 320 hours and 90 cents an hour for the remaining 160 hours (button blanks).

The following learner certificates were issued in Puerto Rico to the companies hereinafter named. The effective and expiration dates, learner rates, occupations, learning periods, and the number or proportion of learners authorized to be employed, are as indicated.

High Fidelity, Inc., Mirasol Street, Ponce Playa, P. R.; effective 10-23-57 to 2-5-58; authorizing the employment of 38 learners for plant expansion purposes, in the occupations of: (1) press operators for a learning period of 320 hours at the rates of 68 cents an hour for the first 160 hours and 80 cents an hour for the remaining 160 hours; (2) blenders, spreaders and quality inspectors, each for a learning period of 160 hours at the rate of 68 cents an hour; and (3) stampers maintenance for a learning period of 480 hours at the rates of 68 cents an hour for the first 240 hours and 80 cents an hour for the remaining 240 hours (replacement certificate) (phonograph records).

Master Record Syndicate, Inc., Rio Piedras, P. R.; effective 10-23-57 to 3-12-58; authorizing the employment of 9 learners for plant expansion purposes, in the occupations of:

(1) press operators and preformers, each for a learning period of 320 hours at the rates of 68 cents an hour for the first 160 hours and 80 cents an hour for the remaining 160 hours; and (2) testers and final inspectors, each for a learning period of 160 hours at the rate of 68 cents an hour (replacement certificate) (phonograph records).

Standard Products Co., Inc., Hato Rey, P. R.; effective 10-21-57 to 3-3-58; authorizing the employment of 30 learners for plant expansion purposes, in the occupations of winding, stacking, electrical testing, mechanical testing, finishing and processing, each for a learning period of 480 hours at the rates of 65 cents an hour for the first

240 hours and 75 cents an hour for the remaining 240 hours (supplementary certificate) (assembly of transformers).

Each learner certificate has been issued upon the representations of the employer which, among other things, were that employment of learners at subminimum rates is necessary in order to prevent curtailment of opportunities for employment, and that experienced workers for the learner occupations are not available. The certificates may be annulled or withdrawn, as indicated therein, in the manner provided in Part 528 of Title 29 of the Code of Federal

Regulations. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within fifteen days after publication of this notice in the FEDERAL REGISTER pursuant to the provisions of 29 CFR 522.9.

Signed at Washington, D. C., this 20th day of November 1957.

MILTON BROOKE,
*Authorized Representative
of the Administrator.*

[F. R. Doc. 57-9808; Filed, Nov. 26, 1957;
8:51 a. m.]