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Rules and Regulations

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER E—AIRSPACE [NEW]

[Airspace Docket No. 62-PC-16]

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

Alteration of Control Zone, Revocation of Control Area Extension and Designation of Transition Area

On July 4, 1963, a notice of proposed rule making was published in the FEDERAL REGISTER (28 F.R. 6883) stating that the Federal Aviation Agency proposed to alter the Hilo, Hawaii, control zone, revoke the Hilo control area extension and designate the Hilo transition area.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments but no comments were received.

Subsequent to the publication of the Notice, the FAA has determined that the transition area extension based on the Hilo VOR 091° True radial extending from 12 miles east to 20 miles east of the VOR is not required for air traffic control purposes. This change is reflected in the action taken herein.

The substance of the proposed amendments having been published and for the reasons stated in the notice, the following actions are taken:

1. In § 71.171 (27 F.R. 220-91, November 10, 1962), the Hilo, Hawaii, control zone is amended to read:

Hilo, Hawaii.

Within a 5-mile radius of General Lyman Field, Hilo, Hawaii (latitude 19°43'20" N., longitude 155°03'20" W.) and within 3 miles N and 2 miles S of the Hilo VOR 091° radial, extending from the 5-mile radius zone to 12 miles E of the VOR.

2. In § 71.165 (27 F.R. 220-59, November 10, 1962), the following control area extension is revoked:

Hilo, Hawaii.

3. Section 71.181 (27 F.R. 220-139, November 10, 1962) is amended by adding the following:

Hilo, Hawaii.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of General Lyman Field, Hilo, Hawaii (latitude 19°43'20" N., longitude 155°03'20" W.), extending from a line 3 miles SW of and parallel to the Hilo VOR 334° radial clockwise to a line 3 miles SW of and parallel to the Hilo VOR 154° radial; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of the Hilo VOR, extending from the arc of a 7-mile radius circle centered on General Lyman Airport clockwise from a line 3 miles SW of and parallel to the Hilo VOR 334° radial to a line 5 miles S of and parallel to the Hilo VOR 121° radial, and within 10 miles NW and

7 miles SE of the Hilo VOR 034° radial, extending from the 30-mile radius area to 53 miles NE of the VOR.

(Sec. 307(a) and 1110, 72 Stat. 749 and 800; 49 U.S.C. 1348 and 1510, and Executive Order 10854, 24 F.R. 9565)

These amendments shall become effective 0001 e.s.t., December 12, 1963.

Issued in Washington, D.C., on September 25, 1963.

H. B. HELSTROM,
*Acting Chief,
Airspace Utilization Division.*

[F.R. Doc. 63-10393; Filed, Oct. 1, 1963; 8:45 a.m.]

[Airspace Docket No. 63-WE-7]

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

Alteration of Control Zone and Transition Area

On July 18, 1963, a notice of proposed rule making was published in the FEDERAL REGISTER (28 F.R. 7357) stating that the Federal Aviation Agency (FAA) proposed to alter the Laramie, Wyo., control zone and transition area.

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

The substance of the proposed amendments having been published and for the reasons stated in the notice, the following actions are taken:

1. In § 71.171 (27 F.R. 220-91, November 10, 1962), the Laramie, Wyo., control zone is amended to read:

Laramie, Wyo.

Within a 5-mile radius of General Brees Field, Laramie, Wyo., (latitude 41°18'50" N., longitude 105°40'25" W.); within 2 miles each side of the Laramie VOR 332° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR, and within 2 miles each side of the 332° bearing from the Laramie RBN, extending from the 5-mile radius zone to 8 miles NW of the RBN.

2. In § 71.181 (27 F.R. 220-139, November 10, 1962), the Laramie, Wyo., transition area is amended to read: That airspace extending upward from 1,200 feet above the surface within 6 miles W and 10 miles E of the Laramie VOR 332° and 152° radials, extending from 12 miles NW to 8 miles SE of the VOR.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

These amendments shall become effective 0001 e.s.t., December 12, 1963.

Issued in Washington, D.C., on September 26, 1963.

H. B. HELSTROM,
*Acting Chief,
Airspace Utilization Division.*

[F.R. Doc. 63-10394; Filed, Oct. 1, 1963; 8:45 a.m.]

[Airspace Docket No. 63-WA-24]

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

Designation of Positive Control Area

On July 18, 1963, a notice of proposed rule making was published in the FEDERAL REGISTER (28 F.R. 7359) stating that the Federal Aviation Agency (FAA) proposed to include portions of the airspace from flight level 240 to and including flight level 600 which are under the jurisdiction of the Miami air route traffic control center in positive control area. In addition to the area to be designated it was planned to depict on aeronautical charts a small area outside the Continental Control Area.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. Due consideration was given to all relevant matter presented.

Comment submitted by the Department of Defense stated that designation of area positive control in the Key West area would seriously hamper high performance aircraft training by imposing additional coordination for military aircraft movement along and across the narrow area positive control corridor oriented to the Florida Keys. The Federal Aviation Agency agrees that such a narrow corridor would provide few advantages to users and would create complications in control application. Action is therefore taken herein to eliminate the portion south of latitude 25°04'00" N. from the designated positive control area. In addition, the Department of Defense objected to the depiction of the area outside the Continental Control Area. This area will therefore not be depicted and positive control service will not be provided outside of designated positive control areas.

Also included in this action is a slight change in the northern boundary in order that the boundary of the Miami positive control area will coincide with the southern boundary of the already designated positive control area to the north.

The substance of the proposed amendment having been published, therefore, and for the reasons stated herein and in the Notice, the following action is taken:

In § 71.193 (27 F.R. 220-157, November 10, 1962) the following is added:

Miami, Fla.

That airspace within the Continental Control Area, from flight level 240 to and including flight level 600, bounded by a line beginning at: latitude 29°00'00" N., longitude 80°48'00" W.; thence via a line which would delineate United States territorial waters around the Florida peninsula to latitude 29°14'30" N., longitude 83°07'30" W.; thence to latitude 29°29'00" N., longitude 82°39'00" W.; thence to latitude 29°22'00" N., longitude 82°25'30" W.; thence to latitude 29°22'00" N., longitude 82°02'20" W.; thence to latitude 29°08'25" N., longitude 81°48'20" W.; thence counterclockwise along

a five nautical mile radius arc centered at latitude 29°06'52" N., longitude 81°42'55" W.; to latitude 29°02'20" N., longitude 81°41'30" W.; thence to latitude 28°57'45" N., longitude 81°37'15" W.; thence to latitude 29°00'00" N., longitude 81°34'20" W.; thence to the point of beginning, excluding that portion of the area south of latitude 25°04'00" N.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

This amendment shall become effective 0001 e.s.t., November 14, 1963.

Issued in Washington, D.C., on September 26, 1963.

H. B. HELSTROM,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 63-10395; Filed Oct. 1, 1963;
8:45 a.m.]

[Airspace Docket No. 63-SW-74]

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

Revocation of Transition Area

The purpose of this amendment to § 71.181 of the Federal Aviation Regulations is to revoke the Tobe, Colo., transition area.

The Federal Aviation Agency has determined that the Tobe transition area is no longer required for air traffic control purposes and therefore is no longer justified as an assignment of controlled airspace. Action is taken herein to revoke the Tobe transition area.

Since the change effected by this amendment is less restrictive in nature than the present requirements, and imposes no additional burden on any person, notice and public procedure hereon are unnecessary and it may be made effective immediately.

In consideration of the foregoing, § 71.181 (27 F.R. 220-139, November 10, 1962) is amended by revoking the following transition area: Tobe, Colo.

This amendment shall become effective upon the date of publication in the FEDERAL REGISTER.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on September 26, 1963.

H. B. HELSTROM,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 63-10396; Filed, Oct. 1, 1963;
8:45 a.m.]

Chapter III—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT REGULATIONS

[Reg. Docket No. 1886; Amdt. 625]

PART 507—AIRWORTHINESS DIRECTIVES

Lockheed Models L-18 and PV-1 Aircraft

A proposal to amend Part 507 of the regulations of the Administrator to include an airworthiness directive requiring deactivation of the electric elevator trim tab actuators and providing a modi-

fication which when installed allows for reactivation on Lockheed Models L-18 and PV-1 Aircraft was published in 28 F.R. 7957.

Interested persons have been afforded an opportunity to participate in the making of the amendment. No objections were received.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 507.10(a) of Part 507 (14 CFR Part 507), is hereby amended by adding the following new airworthiness directive:

LOCKHEED. Applies to all Models L-18 and PV-1 airplanes equipped with Spartan electrically actuated elevator trim tabs. Compliance required as indicated.

To prevent runaway operation of the electrically operated trim tab actuators, accomplish the following:

(a) Within 30 hours' time in service after the effective date of this AD unless already accomplished, electrically deactivate the elevator trim tab.

(b) Any tab deactivated may be reactivated when one of the following has been accomplished:

(1) On any Lockheed Model 18 or PV-1 airplane with Spartan electrically actuated elevator trim tab, the trim tab installation is made in accordance with STC SA2-183.

(2) An FAA approved modification to the speed and limits of actuation is accomplished. Modifications must be approved by the Chief of an FAA Engineering and Manufacturing Branch.

This amendment shall become effective November 1, 1963.

(Secs. 313(a), 601, 603; 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on September 26, 1963.

G. S. MOORE,
Director,
Flight Standards Service.

[F.R. Doc. 63-10391; Filed, Oct. 1, 1963;
8:45 a.m.]

[Reg. Docket No. 1845; Amdt. 624]

PART 507—AIRWORTHINESS DIRECTIVES

Navion and Twin Navion Aircraft

A proposal to amend Part 507 of the regulations of the Administrator to include an airworthiness directive requiring replacement of the main and nose gear retraction links with new redesigned parts on Navion and Twin Navion aircraft was published in 28 F.R. 7360.

Interested persons have been afforded an opportunity to participate in the making of this amendment. One operator objected to the AD as being unnecessary and a burden because in his opinion the failures were the result of very hard landings or alleged poor quality control during manufacture. However, this comment does not cite any cases in support of either contention. On the other hand, in the majority of the 45 cases of retract link failure reported to the FAA in the past four years, the pilots reported that the airplane was not subjected to hard landings. Furthermore, there is no evidence to substantiate poor quality control. Because of the service history of the retract links, the Agency considers

replacement with improved parts to be necessary in the interest of safety.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 507.10(a) of Part 507 (14 CFR Part 507) is hereby amended by adding the following new airworthiness directive:

NAVION. Applies to all Navion Serial Numbers NAV-4-2 and up, and all Twin Navion aircraft, Temco D16, Temco D16A, Dauby, Riley, and Camair 480.

Compliance required within the next 50 hours' time in service after the effective date of this directive.

Service experience indicates that the unsafe condition in the main and nose gear retraction links which prompted the issuance of ADs 61-12-4 and 62-14-4 cannot in all cases be detected by the inspection as required in those ADs. Therefore, the following must be accomplished:

(a) Replace the main gear retraction links with revised assembly Navion P/N 143-33165-20, Temco P/N 57001-9 or FAA approved equivalent having the longer lap welded center section that completely covers the turned down part of the end fitting.

(b) Replace the nose gear retraction link with revised assembly Navion P/N 145-34106-20, Camair P/N 1-6031 or FAA approved equivalent having the longer lap welded center section that completely covers the turned down part of the end fitting.

This supersedes Amendment 296, 26 F.R. 5121, AD 61-12-4, as amended by Amendment 381, 26 F.R. 12560, and Amendment 450, 27 F.R. 5654, AD 62-14-4.

This amendment shall become effective November 1, 1963.

(Secs. 313(a), 601, 603; 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on September 26, 1963.

G. S. MOORE,
Director,
Flight Standards Service.

[F.R. Doc. 63-10392; Filed, Oct. 1, 1963;
8:45 a.m.]

Title 7—AGRICULTURE

Chapter III—Agricultural Research Service, Department of Agriculture

PART 354—OVERTIME SERVICES RELATING TO IMPORTS AND EXPORTS

Commuted Travel Time Allowances

Pursuant to the authority conferred upon the Director of the Plant Quarantine Division by § 354.1 of the regulations concerning overtime services relating to imports and exports, effective July 30, 1963 (7 CFR 354.1), administrative instructions (7 CFR 354.2) effective July 30, 1963 (28 F.R. 7718), prescribing the commuted travel time that shall be included in each period of overtime duty are hereby amended by adding "Travis AFB, Calif." and "Tecate, Calif." to the "One-Hour, Within Metropolitan Area" list therein and by changing "Arlington, Va." from the "One-Hour, Within Metropolitan Area" list therein to the "Two-Hour, Within Metropolitan Area" list therein.

These commuted travel time periods have been established as nearly as may be practicable to cover the time neces-

sarily spent in reporting to and returning from the place at which the employee performs such overtime duty when such travel is performed solely on account of such overtime duty. Such establishment depends upon facts within the knowledge of the Plant Quarantine Division. It is to the benefit of the public that these instructions be made effective at the earliest practicable date. Accordingly, pursuant to the provisions of section 4 of the Administrative Procedure Act (5 U.S.C. 1003), it is found upon good cause that notice and public procedure on these instructions are impracticable, unnecessary, and contrary to the public interest, and good cause is found for making these instructions effective less than thirty days after publication in the FEDERAL REGISTER.

(64 Stat. 561; 5 U.S.C. 576)

This amendment shall become effective October 2, 1963.

Done at Washington, D.C., this 27th day of September 1963.

[SEAL]

F. A. JOHNSTON,
Director, Plant Quarantine Division.

[F.R. Doc. 63-10451; Filed, Oct. 1, 1963;
8:48 a.m.]

Chapter VII—Agricultural Stabilization and Conservation Service (Agricultural Adjustment), Department of Agriculture

SUBCHAPTER B—FARM MARKETING QUOTAS AND ACREAGE ALLOTMENTS

PART 728—WHEAT

Subpart—Regulations Pertaining to Farm Acreage Allotments, Small Farm Bases, and Normal Yields for 1964 and Subsequent Crop Years

MISCELLANEOUS AMENDMENTS

Basis and purpose. The amendments herein are issued pursuant to the wheat marketing quota provisions of the Agricultural Adjustment Act of 1938, as amended, and are issued to amend the procedure for determining farm acreage allotments and small farm bases by (1) including the definition of wheat acreage, (2) making certain minor changes determined to be necessary or appropriate as a result of the preceding change, and (3) making certain corrections in spelling and in a reference to a section number. On page 6681 of the FEDERAL REGISTER of June 28, 1963 (28 F.R. 6681), there was published a notice of proposed rule-making covering definition of the term "wheat acreage" and the addition of a definition of the term "wheat cover crop". The text of the proposed amendments was included in the notice. After consideration of the views and recommendations received pursuant to such notice, the amendments outlined in the notice are adopted without change, with the following additions: A citation of authorities, basis and purpose paragraph, a provision to exclude from wheat acreage any acreage of wheat and crops other than grain listed under the Official Grain Standards of the United States if the average harvested yield of wheat in the

mixture is three bushels or less per acre, a provision to exclude from wheat acreage any acreage of wheat mixture in wheat mixture counties, correction of the reference to "§ 728.17" in § 728.20(a) to read "§ 728.16," correction in spelling of the word "spinkorn" in § 728.10(m) (8) to "einkorn", addition of a new paragraph (o) to § 728.10 to define wheat mixture, addition of a new paragraph (p) to § 728.10 to name the wheat mixture counties, addition of a new paragraph (q) to § 728.10 to set out the final dates by States, counties, and areas in counties for the disposal of excess wheat acreage as wheat cover crop, which dates are considered to be not later than 30 days prior to the date wheat harvest normally begins in the county or area within the county, addition in the second sentence of § 728.10 the word "cropland" between the words "community committeemen" and "current year" to which the definitions in Part 718 or Part 719 of Chapter VII will apply, and by adding an effective date provision. With respect to the amendments included herein the texts of which were not included in the notice in 28 F.R. 6681, it is hereby determined that notice and public procedure thereon as provided for in section 4 of the Administrative Procedure Act are unnecessary and contrary to the public interest.

In order that the regulations herein may be applicable to producers making plans for seeding their 1964 crop of wheat, it is necessary that these amendments be made effective at once, and accordingly these amendments shall become effective upon publication in the FEDERAL REGISTER.

1. Section 728.10 is amended by adding paragraphs (m), (n), (o), (p), and (q) to read as follows:

(m) "Wheat acreage" means any acreage planted to wheat, and any acreage of volunteer wheat which reaches maturity, excluding:

(1) Any acreage of a mixture of other grains and wheat which does not contain enough wheat to cause the grain to be graded as "mixed grain" under the Official Grain Standards of the United States (Part 26 of this title).

(2) Any acreage of wheat cover crop.

(3) Any acreage of wheat grown for experimental purposes only by or under contract to a publicly owned agricultural experiment station.

(4) Any acreage of wheat in excess of the allotment on a wildlife refuge farm consisting solely of Federal or State-owned land provided such acreage is not harvested, but is left on the land for wildlife feed.

(5) Any acreage of unharvested wheat which is disposed of by mechanical means to the extent that such wheat cannot be harvested for grain or used for hay, pasture or silage (i) within 15 days after a delayed notice of excess acreage of wheat is mailed to the operator of the farm, or (ii) within an extended period of time as authorized by the State or county committee.

(6) Any acreage of unharvested wheat in excess of the allotment which is destroyed by some cause beyond the control of the operator to the extent that such wheat cannot be harvested for

grain or used for hay, pasture or silage (i) prior to 30 days before the date wheat harvest normally begins in the county or areas within the county, (ii) within 15 days after a delayed notice of excess acreage of wheat is mailed to the operator of the farm, or (iii) within an extended period of time as authorized by the State or county committee.

(7) Any acreage of unharvested wheat not in excess of the allotment which is destroyed by some cause beyond the control of the operator to the extent that such wheat cannot be harvested for grain or used for hay, pasture or silage (i) prior to 30 days before the date wheat harvest normally begins in the county or areas within the county, (ii) within 15 days after a delayed notice of excess acreage of wheat is mailed to the operator of the farm, or (iii) within an extended period of time as authorized by the State or county committee; *Provided*, That this subparagraph (7) shall be applicable only if the producer requests the county committee to exempt such acreage not in excess of the allotment from the classification of wheat acreage (i) not later than 30 days prior to the date wheat harvest normally begins in the county or areas within the county, (ii) within 15 days after a delayed notice of excess acreage of wheat is mailed to the operator of the farm, or (iii) within an extended period of time as authorized by the State or county committee.

(8) Wheat acreage shall not include any acreage of emmer, spelt, einkorn, Polish wheat, and poulard wheat except that any acreage of such grains containing more than 10 percent wheat shall be considered wheat acreage.

(9) Any acreage of wheat and crops other than grains listed under the Official Grain Standards of the United States if the average harvested yield of wheat in the mixture is three bushels or less per acre.

(10) Any acreage of a wheat mixture in wheat mixture counties.

(n) "Wheat cover crop" means the acreage of wheat which does not reach maturity because it is, while still green, turned under, cut off or pastured off, to the extent that wheat will not mature as grain, not later than 30 days prior to the date wheat harvest normally begins in the county or areas within the county.

(o) "Wheat mixture" means a mixture of wheat and other small grains which (1) when seeded, contained less than 50 percent of wheat by weight, and (2) when harvested, produced less than 50 percent of wheat by weight. An acreage will not be considered as having been devoted to a wheat mixture if the crops other than wheat fail to reach maturity and the wheat is permitted to reach maturity. The seeding of any acreage of flax, Austrian winter peas, rough peas, and vetch with wheat or a mixture of wheat and other small grains will disqualify this acreage from the classification of wheat mixture. Volunteer infestations of flax, Austrian winter peas, rough peas or vetch will not change the classification of a crop otherwise qualifying as a wheat mixture. Such volunteer flax, vetch and peas shall be

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excluded in determining the percentage of wheat and other small grains in a mixture.

(p) "Wheat mixture counties" means counties in the commercial wheat-producing area in which the seeding of wheat mixtures is a normal farming practice determined to be as follows: All counties in the States of Alabama, Arkansas, Georgia, Kentucky, Minnesota, Mississippi, North Carolina, South Carolina, Tennessee, Virginia and Wisconsin; in the State of Idaho the counties of Ada, Bannock, Bingham, Blaine, Boise, Bonneville, Butte, Camas, Canyon, Caribou, Cassia, Clark, Elmore, Fremont, Gem, Gooding, Jefferson, Jerome, Lincoln, Madison, Minidoka, Oneida, Owyhee, Payette, Power, Teton, Twin Falls and Washington; in the State of Oregon the counties of Benton, Clackamas, Douglas, Lane, Linn, Malheur, Marion, Polk, Washington and Yamhill; and in the State of West Virginia, Monroe County.

(q) Disposal dates. The final dates determined by the Administrator for the disposal of excess wheat acreage as wheat cover crop are considered to be not later than 30 days prior to the date wheat harvest normally begins in the county or area within the county. The dates for each crop year in each county or area within a county by which the excess acreage of wheat on the farm must be utilized in the prescribed manner as wheat cover crop, as defined in (n) of this section, unless extended as provided in Part 718 of this chapter, Determination of Acreage and Performance (24 F.R. 4223), and any amendments thereto, are as follows:

ALABAMA

April 25: Baldwin, Barbour, Butler, Clarke, Coffee, Conecuh, Covington, Crenshaw, Dale, Escambia, Geneva, Henry, Houston, Mobile, Monroe, Pike, Washington.

May 1: Autauga, Bibb, Bullock, Chambers, Chilton, Choctaw, Clay, Coosa, Dallas, Elmore, Greene, Hale, Lee, Lowndes, Macon, Marengo, Montgomery, Perry, Pickens, Randolph, Russell, Shelby, Sumter, Talladega, Tallapoosa, Tuscaloosa, Wilcox.

May 15: All other counties.

ARIZONA

(Winter Wheat)

April 25: Maricopa, Pima, Pinal, Santa Cruz, Yuma.

May 15: Cochise, Gila, Graham, Greenlee.

June 1: Mohave (south of Colorado River), Yavapai.

June 10: Apache, Coconino, Mohave (north of Colorado River), Navajo.

(Spring Wheat)

August 1: Coconino, Navajo, Yavapo.

ARKANSAS

May 20: All counties.

CALIFORNIA

April 1: Imperial.

May 1: Butte, Colusa, Glenn, Kings, Madera, Mariposa, Nevada, Sacramento, San Joaquin, Stanislaus, Sutter, Tehama, Yolo, Yuba.

May 15: Alameda, Amador, Calaveras, Contra Costa (For Brentwood and Byron), El Dorado, Fresno, Lake, Los Angeles, Marin, Merced, Monterey, Orange, Placer, Riverside (For Palo Verde), San Benito (For Panoche), San Bernardino, San Diego, Santa Clara,

Santa Cruz, Solano, Sonoma, Tulare, Tuolumne.

June 1: Alpine, Contra Costa (Except Brentwood and Byron), Inyo, Kern (Except Tehachapi and Temblor), Mono, Napa, Riverside (Except Palo Verde), San Mateo, Ventura.

June 5: Santa Barbara.

June 15: Kern (For Tehachapi and Temblor), Mendocino, San Benito (Except Panoche), San Luis Obispo.

June 20: Humboldt.

July 1: Shasta (For Anderson and Cottonwood), Siskiyou (For Shasta Valley), Trinity.

July 15: Lassen, Modoc (Except Durum), Plumas.

July 20: Sierra.

August 1: Modoc (For Durum), Shasta (Except Anderson and Cottonwood).

August 15: Siskiyou (Except Shasta Valley).

COLORADO

June 1: Baca, Bent, Cheyenne, Crowley, Kiowa, Las Animas, Otero, Prowers.

June 5: Kit Carson, Yuma.

June 10: Adams, Arapahoe, Elbert, El Paso, Huerfano, Lincoln, Logan, Morgan, Phillips, Pueblo, Sedgwick, Washington, Weld.

June 15: Boulder, Douglas, Jefferson, Larimer.

June 25: Archuleta, Custer, Delta, Dolores, Fremont, Gunnison, La Plata, Mesa, Montezuma, Montrose, Ouray, San Miguel.

July 20: Chaffee, Eagle, Garfield, Grande, Jackson, Moffat, Park, Pitkin, Rio Blanco, Routt, Teller.

August 1: Alamosa, Conejos, Costilla, Rio Grande, Saguache.

CONNECTICUT

June 1: All counties.

DELAWARE

May 31: All counties.

GEORGIA

April 25: Area I—Quitman, Randolph, Terrell, Lee, Crisp, Wilcox, Dodge, Wheeler, Montgomery, Toombs, Candler, Bullock, Screven, and all counties south thereof.

May 10: Area II—Haralson, Paulding, Cobb, Fulton, Gwinnett, Barrow, Jackson, Madison, Franklin, and all counties south to Area I.

May 24: Area III—Polk, Bartow, Cherokee, Forsyth, Hall, Banks, Stephens, and all counties north thereof.

IDAHO

(Nonirrigated)

July 1: Ada, Canyon, Gem, Owyhee, Payette, Cassia, Lincoln, Minidoka, Washington.

July 15: Gooding, Jerome, Bannock, Bingham, Caribou, Franklin, Oneida, Power, Bonneville, Jefferson, Blaine, Twin Falls.

August 1: Adams, Boise, Elmore, Camas, Bear Lake, Butte, Custer, Clark, Fremont, Lemhi, Madison, Teton.

August 15: Valley.

(Irrigated)

July 1: Ada, Canyon, Elmore, Gem, Owyhee, Payette, Washington.

July 15: Cassia, Gooding, Jerome, Lincoln, Minidoka, Bannock, Franklin, Oneida, Power, Twin Falls.

August 1: Adams, Boise, Blaine, Camas, Bingham, Caribou, Bonneville, Clark, Jefferson.

August 15: Valley, Bear Lake, Butte, Custer, Fremont, Lemhi, Madison, Teton.

(Elevation under 2,500 feet)

July 15: Nez Perce.

August 1: Clearwater.

(Elevation over 2,500 feet)

August 1: Nez Perce.

August 15: Clearwater.

(Elevation under 3,500 feet)

July 15: Boundary, Kootenai.

August 1: Benewah, Bonner, Idaho, Latah, Lewis.

(Elevation over 3,500 feet)

August 1: Boundary.

August 15: Benewah, Bonner, Idaho, Kootenai, Latah, Lewis.

ILLINOIS

May 25: Alexander, Bond, Calhoun, Christian, Clark, Clay, Clinton, Coles, Crawford, Cumberland, Douglas, Edgar, Edwards, Effingham, Fayette, Franklin, Gallatin, Green, Hamilton, Hardin, Jackson, Jasper, Jefferson, Jersey, Johnson, Lawrence, Macoupin, Madison, Marion, Massac, Monroe, Montgomery, Morgan, Moultrie, Perry, Pike, Pope, Pulaski, Randolph, Richland, St. Clair, Saline, Sangamon, Scott, Shelby, Union, Wabash, Washington, Wayne, White, Williamson.

June 10: Adams, Boone, Brown, Bureau, Carroll, Cass, Champaign, Cook, DeKalb, DeWitt, DuPage, Ford, Fulton, Grundy, Hancock, Henderson, Henry, Iroquois, Jo Daviess, Kane, Kankakee, Kendall, Knox, Lake, LaSalle, Lee, Livingston, Logan, McDonough, McHenry, McLean, Macon, Marshall, Mason, Menard, Mercer, Ogle, Peoria, Piatt, Putnam, Rock Island, Schuyler, Stark, Stephenson, Tazewell, Vermillion, Warren, Whiteside, Will, Winnebago, Woodford.

INDIANA

May 20: Clark, Crawford, Daviess, Dubois, Floyd, Gibson, Greene, Harrison, Jackson, Knox, Lawrence, Martin, Orange, Perry, Pike, Posey, Scott, Spencer, Sullivan, Vanderburgh, Washington, Warrick.

June 1: Bartholomew, Boone, Brown, Clay, Clinton, Dearborn, Decatur, Delaware, Fayette, Fountain, Franklin, Hamilton, Hancock, Hendricks, Henry, Jefferson, Jennings, Johnson, Madison, Marion, Monroe, Montgomery, Morgan, Ohio, Owen, Parke, Putnam, Randolph, Ripley, Rush, Shelby, Switzerland, Tippecanoe, Tipton, Union, Vermillion, Vigo, Warren, Wayne.

June 10: All other counties.

IOWA

(Winter Wheat)

June 1: All counties.

(Spring Wheat)

June 10: All counties.

KANSAS

May 15: Allen, Barber, Bourbon, Butler, Chautauqua, Cherokee, Comanche, Cowley, Crawford, Elk, Greenwood, Harper, Kingman, Labette, Montgomery, Neosho, Sedgwick, Sumner, Wilson, Woodson.

May 22: All other counties except those listed below.

June 1: Cheyenne, Decatur, Gove, Greeley, Hamilton, Kearny, Logan, Norton, Rawlins, Scott, Sheridan, Sherman, Thomas, Wallace, Wichita.

KENTUCKY

May 30: All counties.

LOUISIANA

April 15: All counties.

MAINE

August 1: All counties.

MARYLAND

May 31: Anne Arundel, Calvert, Caroline, Cecil, Charles, Dorchester, Kent, Prince Georges, Queen Annes, St. Marys, Somerset, Talbot, Wicomico, Worcester.

June 10: Baltimore, Carroll, Frederick, Harford, Howard, Montgomery, Washington.

June 20: Allegany and Garrett.

MASSACHUSETTS

June 1: All counties.

MICHIGAN

June 10: All counties south of and including: Oceana, Newaygo, Mecosta, Isabella, Midland, Bay, Huron.

June 15: All other counties in the lower Peninsula.

June 25: Upper Peninsula counties.

MINNESOTA

June 30: All counties.

MISSISSIPPI

May 10: All counties.

MISSOURI

May 15: Bollinger, Butler, Cape Girardeau, Dunklin, Madison, Mississippi, New Madrid, Pemiscot, Perry, Scott, St. Francois, Ste. Genevieve, Stoddard, Wayne.

May 25: Barry, Barton, Bates, Benton, Boone, Callaway, Camden, Carter, Cass, Cedar, Christian, Cole, Cooper, Crawford, Dade, Dallas, Dent, Douglas, Franklin, Gasconade, Greene, Henry, Hickory, Howard, Howell, Iron, Jackson, Jasper, Jefferson, Johnson, Laclede, Lafayette, Lawrence, Lincoln, Maries, McDonald, Miller, Moniteau, Montgomery, Morgan, Newton, Oregon, Osage, Ozark, Pettis, Phelps, Polk, Pulaski, Reynolds, Ripley, Saline, St. Charles, St. Clair, St. Louis, Shannon, Stone, Taney, Texas, Vernon, Warren, Washington, Webster, Wright.

June 1: All other counties.

MONTANA

(Winter Wheat)

July 11: All counties.

(Spring Wheat)

July 21: All counties.

NEBRASKA

May 15: Adams, Burt, Butler, Cass, Clay, Colfax, Cuming, Dodge, Douglas, Fillmore, Franklin, Furnas, Gage, Gosper, Hall, Hamilton, Harlan, Jefferson, Johnson, Kearney, Lancaster, Nemaha, Nuckolls, Otoe, Pawnee, Phelps, Richardson, Saline, Sarpy, Saunders, Seward, Thayer, Thurston, Washington, Webster, York.

June 1: Antelope, Boone, Boyd, Brown, Buffalo, Cedar, Custer, Dakota, Dawson, Dixon, Frontier, Garfield, Greeley, Hayes, Hitchcock, Holt, Howard, Keya Paha, Knox, Lincoln, Loup, Madison, Merrick, Nance, Pierce, Platte, Polk, Red Willow, Rock, Sherman, Stanton, Valley, Wayne, Wheeler.

June 10: Chase, Dundy.

June 15: Arthur, Blaine, Cherry, Grant, Hooker, Keith, Logan, McPherson, Perkins, Thomas.

June 20: Banner, Cheyenne, Deuel, Garden, Kimball, Morrill, Scotts Bluff.

July 1: Box Butte, Dawes, Sheridan, Sioux.

NEVADA

June 20: All counties.

NEW HAMPSHIRE

July 10: All counties.

NEW JERSEY

June 10: All counties.

NEW MEXICO

(Winter Wheat)

May 10: Chaves, Dona Ana, Eddy, Grant, Hidalgo, Lea, Luna, Otero, Sierra.
May 20: Curry, De Baca, Guadalupe, Lincoln, Quay, Roosevelt, Socorro.

June 5: Bernalillo, Catron, Harding, McKinley, Sandoval, San Juan, Santa Fe, Torrance, Union, Valencia.

June 15: Colfax, Mora, Rio Arriba, San Miguel, Taos.

(Spring Wheat)

June 20: Bernalillo, Catron, McKinley, Sandoval, San Juan, Santa Fe, Torrance, Valencia.

July 1: Colfax, Mora, Rio Arriba, San Miguel, Taos.

NEW YORK

June 5: Nassau, Suffolk.

June 15: All other counties.

NORTH CAROLINA

May 31: All counties.

NORTH DAKOTA

July 8: Adams, Barnes, Billings, Bowman, Burleigh, Cass, Dickey, Dunn, Emmons, Golden Valley, Grant, Hettinger, Kidder, La Moure, Logan, McIntosh, Mercer, Morton, Oliver, Ransom, Richland, Sargent, Sioux, Slope, Stark, Stutsman.

July 15: Benson, Bottineau, Burke, Cavalier, Divide, Eddy, Foster, Grand Forks, Griggs, McHenry, McKenzie, McLean, Mount-rail, Nelson, Pembina, Pierce, Ramsey, Ren-ville, Rolette, Sheridan, Steele, Towner, Traill, Walsh, Ward, Wells, Williams.

OHIO

June 11: All counties.

OKLAHOMA

April 15: Comanche, Cotton, Greer, Har-mon, Jackson, Jefferson, Kiowa, Stephens, Tillman.

May 1: All other counties except those listed below.

May 15: Beaver, Cimarron, Texas.

OREGON

County	Area or type of wheat	Dates
Baker	Winter wheat	July 15
	Spring wheat	Aug. 1
Benton	Winter wheat	June 15
	Spring wheat	July 1
Clackamas	Winter wheat	June 15
	Spring wheat	July 1
Clatsop	Winter wheat	June 15
	Spring wheat	July 1
Columbia	Winter wheat	June 15
	Spring wheat	July 1
Coos	Winter wheat	June 15
	Spring wheat	July 1
Crook	All wheat	Aug. 1
Curry	Winter wheat	June 15
	Spring wheat	July 1
Deschutes	Winter wheat	July 15
	Spring wheat	Aug. 1
Douglas	Winter wheat	June 15
	Spring wheat	July 1
Gilliam	Under 2,000 feet	Do.
	Over 2,000 feet	July 15
Grant	Under 2,000 feet	Do.
	Over 2,000 feet	Aug. 15
Harney	All wheat	Aug. 1
Hood River	Winter wheat	June 15
	Spring wheat	July 1
Jackson	Winter wheat	June 15
	Spring wheat	July 1
Jefferson	Nonirrigated	July 20
	Irrigated	Aug. 1
	Warm Springs area	Do.
Josephine	Winter wheat	June 15
	Spring wheat	July 1
Klamath	Nonirrigated	Aug. 1
	Irrigated	Aug. 15
Lake	Nonirrigated	July 20
	Irrigated	Aug. 5
Lane	Winter wheat	June 15
	Spring wheat	July 1
Lincoln	Winter wheat	June 15
	Spring wheat	July 1
Linn	Winter wheat	June 15
	Spring wheat	July 1
Malheur	Under 3,000 feet	Do.
	Over 3,000 feet	July 15
Marion	Winter wheat	June 15
	Spring wheat	July 1
Morrow	Under 2,000 feet	Do.
	Over 2,000 feet	July 15
Multnomah	Winter wheat	June 15
	Spring wheat	July 1

OREGON—continued

County	Area or type of wheat	Dates
Polk	Winter wheat	June 15
	Spring wheat	July 1
Sherman	Under 2,000 feet	Do.
	Over 2,000 feet	July 15
Tillamook	Winter wheat	June 15
	Spring wheat	July 1
Umatilla	Under 2,000 feet	Do.
	Over 2,000 feet	July 15
Union	Winter wheat	July 1
	Spring wheat	July 15
Wallowa	Winter wheat	July 20
	Spring wheat	Aug. 20
Wasco	Winter wheat	June 15
	Spring wheat	July 15
	Warm Springs area	Aug. 1
Washington	Winter wheat	June 15
	Spring wheat	July 1
Wheeler	All wheat	Aug. 1
Yamhill	Winter wheat	June 15
	Spring wheat	July 1

PENNSYLVANIA

June 7: Adams, Berks, Bucks, Chester, Cumberland, Dauphin, Delaware, Franklin, Lancaster, Lebanon, Lehigh, Montgomery, Northampton, Perry, Philadelphia, Schuyl-kill, York.

June 21: All other counties.

RHODE ISLAND

July 1: All counties.

SOUTH CAROLINA

May 5: Aiken, Allendale, Bamberg, Barn-well, Beaufort, Berkeley, Calhoun, Charles-ton, Chesterfield, Clarendon, Colleton, Dar-lington, Dillon, Dorchester, Florence, George-town, Hampton, Horry, Jasper, Kershaw, Lee, Lexington, Marion, Marlboro, Orangeburg, Richland, Sumter, Williamsburg.

May 15: All other counties.

SOUTH DAKOTA

June 20: Pennington, Custer, Fall River, Shannon, Jackson, Washabaugh, Bennett, Jones, Lyman, Mellette, Todd, Tripp, Gregory, Charles Mix, Bon Homme, Yankton, Clay, Union.

July 1: All other counties.

TENNESSEE

May 20: All counties.

TEXAS

May 1: All counties.

UTAH

June 20: Box Elder, Cache, Davis, Grand, Juab, Kane, Millard, Salt Lake, San Juan, Sevier, Tooele, Utah, Washington, Weber.

July 1: Beaver, Carbon, Duchesne, Emery, Iron, Piute, Sanpete, Uintah.

July 10: Daggett, Garfield, Morgan, Rich, Summit, Wasatch, Wayne.

VERMONT

July 10: All counties.

VIRGINIA

June 1: Accomack, Albemarle, Amelia, Am-herst, Appomattox, Bedford, Brunswick, Buckingham, Campbell, Caroline, Charles City, Charlotte, Chesterfield, Cumberland, Dinwiddie, Elizabeth City, Essex, Fluvanna, Franklin, Gloucester, Goochland, Greene, Greensville, Halifax, Hanover, Henrico, Henry, Isle of Wight, James City, King and Queen, King George, King William, Lancaster, Louisa, Lunenburg, Mathews, Mecklenburg, Middlesex, Nansemond, Nelson, New Kent, Norfolk, Northampton, Northumberland, Nottoway, Orange, Pittsylvania, Powhatan, Prince Edward, Prince George, Princess Anne, Richmond, Southampton, Spotsylvania, Staf-ford, Surry, Sussex, Warwick, Westmoreland, York.

June 15: All other counties.

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WASHINGTON

County	Area or type of wheat	Dates
Adams	Winter wheat	June 30
	Spring wheat	July 20
Asotin	All wheat:	
	Areas 1 and 4	July 30
	Area 2	July 1
	Area 3	July 20
	Area 5	Aug. 15
Benton	Winter wheat	June 30
	Spring dryland	Do.
	Spring irrigated	July 15
Chelan	Area A:	
	Winter wheat	Aug. 25
	Spring wheat	Sept. 1
	Area B:	
	Winter wheat	July 20
	Spring wheat	Aug. 5
Clallam	All wheat	July 15
Clark	do	Do.
Columbia	Area 1:	
	Winter wheat	June 20
	Spring wheat	June 30
	Area 2:	
	Winter wheat	July 5
	Spring wheat	July 15
	Area 3:	
	Winter wheat	July 20
	Spring wheat	July 30
Cowlitz	All wheat	July 15
Douglas	Winter wheat	July 10
	Spring wheat	Aug. 1
Ferry	Winter wheat	Do.
	Spring wheat	Aug. 20
Franklin	Winter wheat	June 30
	Spring wheat	July 10
Garfield	Area 1:	
	Winter wheat	June 20
	Spring wheat	July 1
	Area 2:	
	Winter wheat	July 15
	Spring wheat	July 25
	Area 3:	
	Winter wheat	July 30
	Spring wheat	Aug. 10
Grant	Area 1: all wheat	July 15
	Area 2: all wheat	June 30
	Area 3: all wheat	Aug. 10
	All wheat	July 15
Grays Harbor	do	Do.
Island	do	Do.
Jefferson	do	Do.
Kinn	do	Do.
Kitsap	do	Do.
Kittitas	do	Aug. 10
Klickitat	Area 1:	
	Spring wheat, west of Rock Creek and west of Goodnoe Hills area.	July 30
	Winter wheat	July 10
	Area 2: Goodnoe Hills area and east of Rock Creek except north of area 2 miles south of the dividing line between townships 4 and 5 in ranges 19, 20, and 21:	
	Winter wheat	June 30
	Spring wheat	July 10
	Area 3: area north of line 2 miles south of dividing line between townships 4 and 5 in ranges 19, 20, and 21:	
	Winter wheat	Do.
	Spring wheat	July 25
Lewis	All wheat	July 20
Lincoln	North Lincoln:	
	Winter wheat	July 10
	Spring wheat	Aug. 1
	South Lincoln:	
	Winter wheat	June 30
	Spring wheat	Aug. 1
Mason	All wheat	July 15
Okanogan	Area 1:	
	Winter wheat	Aug. 1
	Spring wheat	Aug. 20
	Area 2:	
	Winter wheat	July 10
	Spring wheat	Aug. 1
Pacific	All wheat	July 15
Pend Oreill	do	Aug. 20
Pierce	do	July 15
San Juan	do	Do.
Skagit	do	Do.
Skamania	do	Do.
Snohomish	do	Do.
Spokane	Winter wheat	July 10
	Spring wheat	Aug. 1
Stevens	Winter wheat	Do.
	Spring wheat	Aug. 20
Thurston	All wheat	July 15
Wahkiakum	do	Do.
Walla Walla	All wheat:	
	Above 1205 feet	Aug. 1
	Below 1205 feet	July 1
Whatcom	All wheat	July 15
Whitman	Winter:	
	Western	July 10
	Eastern	July 25
	Spring:	
	Western	July 20
	Eastern	Aug. 15
Yakima	All wheat	July 15

WEST VIRGINIA

June 15: All counties.

WISCONSIN

June 20: All counties except those listed below.

July 5: Barron, Brown, Burnett, Calumet, Chippewa, Clark, Door, Florence, Forest, Ke-waunee, Langlade, Lincoln, Manitowoc, Marathon, Marinette, Oconto, Oneida, Outagamie, Polk, Price, Rusk, Sawyer, Shawano, Sheboygan, Taylor, Vilas, Washburn, Wood.

July 15: Ashland, Bayfield, Douglas, Iron.

WYOMING

(Winter Wheat)

June 30: Goshen, Laramie, Platte.

July 5: Albany, Campbell, Carbon, Converse, Crook, Johnson, Natrona, Niobrara, Sheridan, Weston (South of Highway 16).

July 20: Big Horn, Fremont, Hot Springs, Park, Washakie, Weston (North of Highway 16).

August 1: Lincoln, Sublette, Sweetwater, Teton, Uinta.

(Spring Wheat)

June 30: Goshen, Laramie, Platte.

July 20: Big Horn, Campbell, Converse, Crook, Fremont, Hot Springs, Johnson, Natrona, Niobrara, Park, Sheridan, Washakie, Weston (South of Highway 16).

August 1: Albany, Carbon, Lincoln, Sublette, Sweetwater, Teton, Uinta, Weston (North of Highway 16).

2. Section 728.10 is further amended by inserting in the second sentence the word "cropland" between the words "community committeemen" and "current year".

3. Section 728.20(a) is amended by striking out "§ 728.17" and inserting in lieu thereof "§ 728.16".

(Secs. 301, 334, 335, 52 Stat. 38, as amended, 53, as amended, 54, as amended by 76 Stat. 621; 7 U.S.C. 1301, 1334, 1335 note)

Effective date: Upon publication in the FEDERAL REGISTER.

E. A. JAENKE,

Associate Administrator, Agricultural Stabilization and Conservation Service.

SEPTEMBER 26, 1963.

[F.R. Doc. 63-10452; Filed, Oct. 1, 1963; 8:48 a.m.]

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

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

Subpart—Administrative Rules and Regulations

SURPLUS DATES AND EXEMPTION

Notice was published in the September 10, 1963, issue of the FEDERAL REGISTER (28 F.R. 9843) regarding a proposal to amend the administrative rules and regulations (Subpart—Administrative Rules and Regulations) by adding a new section, § 987.147, to prescribe procedures applicable to surplus dates and by revising § 987.152(a) to add certain conditions in regard to producers' obtaining exemptions on direct sales to consumers. The subpart is operative pursuant to the marketing agreement, as amended, and

Order No. 987, as amended (7 CFR Part 987), regulating the handling of domestic dates produced or packed in a designated area of California, effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674).

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

After consideration of all relevant matters presented, including those in the notice, the information and recommendations submitted by the Date Administrative Committee, and other available information, it is concluded that the proposed amendment, as hereinafter set forth, of the administrative rules and regulations will facilitate disposition of surplus dates thereby tending to increase overall returns to growers, provide additional guides and safeguards for use in the administration of certain exemptions authorized in this part, is in accordance with this part, and will tend to effectuate the declared policy of the act.

Therefore, it is ordered, That Subpart—Administrative Rules and Regulations (7 CFR 987.100 to 987.174) is hereby amended as follows:

1. Section 987.147, reading as follows, is added thereto:

§ 987.147 Surplus.

(a) *Pooling, and payment of equity holders.* All surplus dates delivered to the Committee pursuant to § 987.47 in any crop year shall be disposed of as a pool: *Provided*, That if any such surplus dates contain a large portion of dates of a quality not less than that of marketable dates, as determined by the Committee, and some or all of such surplus dates are disposed of by the Committee at premium prices, a separate pool shall be established for all such dates. Equity holders or their assignees shall be paid, in accordance with § 987.47, the net proceeds from each pool in proportion to the weight of the surplus dates contributed to the particular pool.

(b) *Certain deliveries of surplus dates to the Committee.* Any holder of surplus dates may have them removed from his premises and delivered to the Committee by another person if such holder first notifies the Committee in writing of the removal and delivery. Such notification shall be on a release form provided by the Committee. The executed form shall include the name of the person authorized to remove the surplus dates, the date of the authorization, the approximate quantity to be removed, and a certification by the holder and the authorized person that the dates so removed will be delivered to the Committee or its designee(s) in accordance with § 987.47. The holder of the dates may assign his interest in such surplus dates in any pool to the authorized remover; and such assignment may be included in the executed form.

(c) *Condition.* As a condition to the Committee accepting surplus dates, the dates shall, as determined by the Committee, not be excessively soured or fermented and shall be free from tree rubble, thorns, rocks, paper, wood, glass, and other foreign matter. However,

surplus dates may be delivered to the Committee for conditioning or cleaning and acceptance of the sound date material. The cost of the conditioning or cleaning shall be deducted from the equity holder's share of the net proceeds of the applicable pool. For the purpose of determining such share, the weight of surplus dates delivered shall be the conditioned or cleaned weight.

(d) *Delivery of small lots to the Committee.* As a condition for acceptance, the Committee may require the delivery of any lot of surplus dates weighing less than 5,000 pounds to a central point designated by the Committee.

(e) *Estimating weights.* With the consent of the person delivering the surplus dates, the Committee, or its representative for that purpose, may estimate at the time of loading, on the basis of the number of containers, the weight of any lot of dates of less than one truck load. Any person delivering surplus dates and desiring a certified scale weight for less than a truck load shall pay the transportation and other costs incurred in hauling such load to a scale. Upon obtaining a certified scale weight of an entire truck load comprised of containers of surplus dates of different persons, the Committee shall make appropriate adjustments in the applicable estimates.

(f) *Delivery manifest.* Upon delivery of surplus dates to the Committee each such deliverer shall execute that part of the Committee's form DAC SP-1, Delivery Manifest, captioned "Growers and Handlers" showing (1) the person to receive payment for the dates as provided in § 987.147(a), (2) the location of loading, (3) if field surplus, the location of the garden where grown, (4) the name of the owner of the garden, (5) the type and number of containers of the dates dumped, and (6) the estimated net weight of each load. The delivery manifest shall be signed by the person delivering the dates or his representative in charge of the loading, and the pink and yellow copies of the Delivery Manifest shall be retained by the deliverer.

(g) *Exemption.* A handler may feed surplus dates of his own production within his own livestock feeding operations after first giving the Committee notice of such intention and in such manner as the Committee may require.

§ 987.152 [Amendment]

2. Paragraph (a) of § 987.152 is revised to read as follows:

(a) *Producer exemptions.* (1) *Authorization.* Subject to the limitations in subparagraph (2) of this paragraph, any producer may, after obtaining written approval of the Committee, sell particular varieties of dates of his own production free of the requirements of §§ 987.45, 987.48 and 987.72 in the outlets and to the extent specified as follows:

(i) *Roadside stands or date shops.* Any quantity if sold directly to consumers at roadside stands or date shops at such locations within 25 miles of the city limits of Indio, California, as are specifically approved by the Committee; and

(ii) *Parcel post or express shipments.* Shipments by parcel post or express directly to consumers.

(2) *Limitations.* Each such approval by the Committee shall continue only so long as the producer does not purchase or acquire, except as an approved manufacturer or feeder, from any other producers or handlers any uncertified dates (i.e., not certified pursuant to § 987.41) of the variety or varieties for which exemptions have been approved for him pursuant to this paragraph.

It is hereby found that good cause exists for not postponing the effective time of this action until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 1003(c)) in that: (1) This amendment is designed to facilitate the disposition of surplus dates, thereby tending to enhance overall returns to growers, and to provide safeguards now deemed necessary in the administration of certain exemptions from regulations; (2) the amendment should become effective as soon as practicable so as to be applicable to as much of the current crop year (which began August 1, 1963) as possible, thereby minimizing to the extent practicable any inequity among producers and handlers due to different requirements for different parts of the same crop year; (3) handlers have been aware of the proposed changes and have had ample time to prepare for operations thereunder; and (4) no useful purpose would be served by delaying the effective time hereof.

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

Dated September 27, 1963, to become effective upon publication in the FEDERAL REGISTER.

PAUL A. NICHOLSON,
Deputy Director,
Fruit and Vegetable Division.

[F.R. Doc. 63-10449; Filed, Oct. 1, 1963;
8:48 a.m.]

PART 989—RAISINS PRODUCED FROM GRAPES GROWN IN CALIFORNIA

Subpart—Administrative Rules and Regulations

REPORTING REQUIREMENTS

Notice was published in the September 12, 1963, issue of the FEDERAL REGISTER (28 F.R. 9923) regarding a proposal to amend subparagraph (1) in § 989.173(c) of Subpart—Administrative Rules and Regulations (7 CFR 989.101 to 989.176) to require handlers to report in their monthly reports of free tonnage shipments, the aggregate quantity of each varietal type of raisins shipped into export outlets, by countries of destination. The subpart is operative pursuant to the marketing agreement, as amended, and Order No. 989, as amended (7 CFR Part 989), regulating the handling of raisins produced from grapes grown in California, effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674).

The notice afforded interested persons opportunity to submit written data, views, or arguments with respect to the

proposal. None were received within the prescribed time.

After consideration of all relevant matters presented, including those in the notice, the information and recommendations submitted by the Raisin Administrative Committee, and other available information, it is concluded that the proposed amendment, as hereinafter set forth, of the administrative rules and regulations will provide data needed by the Committee in marketing policy determinations, is in accordance with this part, and will tend to effectuate the declared policy of the act.

Therefore, it is ordered, That subparagraph (1) in § 989.173(c) of Subpart—Administrative Rules and Regulations (7 CFR 989.101 to 989.176) is hereby amended as follows:

1. The word "and" appearing at the end of subdivision (iii) in subparagraph (1) of § 989.173(c) is deleted, subdivision (iv) thereof is redesignated as (v), and a new subdivision (iv) reading as follows is inserted:

(iv) Export outlets, by countries of destination; and

It is hereby found that good cause exists for not postponing the effective time of this action until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 1003(c)) in that: (1) The Committee will shortly be formulating its marketing policy for the current crop year which began September 1, 1963, and the information to be obtained is needed to provide a basis for estimating trade demand; (2) also, the amendment should become effective as early as practicable in the crop year so the data for this crop year will be as complete as possible and most useful in marketing policy determinations for future seasons; (3) handlers have been aware of the proposal to require the information and need no additional time for action; and (4) no useful purpose would be served by delaying the effective time hereof.

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

Dated September 27, 1963, to become effective upon publication in the FEDERAL REGISTER.

PAUL A. NICHOLSON,
Deputy Director,
Fruit and Vegetable Division.

[F.R. Doc. 63-10450; Filed, Oct. 1, 1963;
8:48 a.m.]

Title 15—COMMERCE AND FOREIGN TRADE

Chapter III—Bureau of International Commerce, Department of Commerce

SUBCHAPTER B—EXPORT REGULATIONS
[9th General Rev. of Export Regs.; Amdt. No. 68]

PART 375—BLANKET (BLT) LICENSE

PART 380—AMENDMENTS, EXTENSIONS, TRANSFERS

Miscellaneous Amendments

1. Part 375 is revised to read as follows:

PART 375—BLANKET (BLT) LICENSE

Sec.

- 375.1 Blanket (BLT) License.
- 375.2 Application requirements.
- 375.3 Issuance of license.
- 375.4 Export clearance.
- 375.5 Effect of other provisions.

AUTHORITY: Issued under sec. 3, 63 Stat. 7; 50 U.S.C. App. 2023; E.O. 10945, 26 F.R. 4487; E.O. 11038, 27 F.R. 7003.

§ 375.1 Blanket (BLT) License.

This part establishes a procedure for obtaining a Blanket (BLT) License, which if issued, authorizes the exportation of the same commodities requiring a validated license to two or more consignees in the same country of destination.

§ 375.2 Application requirements.

(a) *Application form and consignee list.* An Application for a Blanket (BLT) License shall be submitted on Form FC-419, Application for Export License (Revised Jan. 1956),¹ with Form FC-420, Application Processing Card,¹ attached, and shall be accompanied by a list, in duplicate, of the proposed consignees, their addresses, and the quantity requested for each consignee. In preparing such a list, the applicant shall leave ample space between listings in order to enable Collectors of Customs to enter quantities shipped to each named consignee.

(b) *Preparation of application.* In preparing a license application, the applicant shall write the words "BLT License" in the commodity description space, and enter:

(1) In the ultimate consignee space, the statement "See attached list of consignees";

(2) In the quantity space, the total quantity of material to be exported; and

(3) In the value space, the unit price and the aggregate value of the material to be exported.

(c) *Processing of applications.* (1) If the Office of Export Control finds that it will require an extended period of time to process a BLT License application because of the necessity for prolonged consideration of one or more proposed ultimate consignees, a BLT License will be issued excluding such consignees. By this method, undue delay will be avoided in processing the application. The Office of Export Control in such instances will notify the applicant that an individual license application may be submitted to cover each excluded consignee.

(2) In the event the entire quantity approved is less than that for which the applicant applied, he may select any approved consignees to whom he prefers to ship. However, no one consignee may receive more out of the total quantity approved than the amount specified for him on the list attached to the BLT application.

¹ Forms FC-419 and FC-420 may be obtained at all United States Department of Commerce Field Offices and from the Office of Export Control, United States Department of Commerce, Washington 25, D.C.

§ 375.3 Issuance of license.

(a) *Form of issuance.* A BLT License will be issued on Form FC-628, Export License, and will bear the identifying words "Blanket License" below the validation stamp. The list of approved ultimate consignees submitted in accordance with § 375.2(a) will be attached to and will become a part of the license.

(b) *Validity period.* Unless otherwise stated on the face of the license, a BLT License will be issued for a period ending on the last day of the sixth month following the month during which the license is validated.

§ 375.4 Export clearance.

(a) *Presentation of license to customs.* The BLT License shall be deposited with the Collector of Customs at the port of exit through which the largest number of shipments thereunder will move. The total amount shipped against such license shall not exceed the quantity approved for export, and the total quantity shipped to a single consignee shall not exceed the quantity specified for the respective consignee.

(b) *Shipment through another port.* Under the provisions of § 379.2(e) of this chapter, a Collector holding an export license may, at the request of the licensee, authorize the exportation from a different port of commodities covered by the license.

(c) *Shipment by mail.* Shipments may be made by mail without the necessity of obtaining additional licenses to effect such shipments, in accordance with the procedure described in § 379.1(b) of this chapter.

(d) *Tolerance.* When shipments are cleared against a BLT License, the tolerance provisions specified in § 379.2(h) of this chapter may be applied on the amount approved for each consignee in the same manner and to the same extent as if he were the only consignee named in an individual license.

(e) *Shipper's export declaration.* A person exporting any commodity pursuant to a BLT License shall enter the symbol "BLT" and the validated license number on each Shipper's Export Declaration filed with the Collector at the port of exit at the time of each exportation under each license.

§ 375.5 Effect of other provisions.

Insofar as consistent with the provisions of this Part, all of the provisions of the Export Regulations shall apply equally to applications for licenses and licenses issued under this part.

2. Section 380.2 *Amendments or alterations of licenses*, paragraph (d) *Changes by amendment* is amended by deleting subparagraph (9).

(Sec. 3, 63 Stat. 7; 50 U.S.C. App. 2023; E.O. 10945, 26 F.R. 4487; E.O. 11038, 27 F.R. 7003)

FORREST D. HOCKERSMITH,
Director,
Office of Export Control.

[F.R. Doc. 63-10388; Filed, Oct. 1, 1963;
8:45 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket No. C-572]

PART 13—PROHIBITED TRADE PRACTICES

Cove Vitamin and Pharmaceutical, Inc., et al.

Subpart—Advertising falsely or misleadingly: § 13.20 *Comparative data or merits*; § 13.170 *Qualities or properties of product or service*; § 13.170-64 *Nutritive*; § 13.170-74 *Reducing, non-fattening, low-calorie, etc.*; § 13.205 *Scientific or other relevant facts*.

(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, Cove Vitamin and Pharmaceutical, Inc., et al., Glen Cove, N.Y., Docket C-572, Sept. 6, 1963]

In the Matter of Cove Vitamin and Pharmaceutical, Inc., a Corporation, and Harry Bobley, Edward Bobley and Peter M. Bobley, Individually and as Officers of Said Corporation, and CDC Pharmaceutical Corporation, a Corporation, and Kenneth Beirn, individually.

Consent order requiring two associated corporate distributors of safflower oil capsules in Glen Cove, N.Y., to cease making a variety of false representations in a book, "Calories Don't Count", which they promoted jointly with the publishers, and in newspaper and magazine advertising with regard to the importance of polyunsaturated fats in the diet and their effectiveness in reducing, etc., as in the order below in detail set forth.

The order to cease and desist, including further order requiring report of compliance therewith, is as follows:

It is ordered, That Cove Vitamin and Pharmaceutical, Inc., a corporation, and its officers, and Harry Bobley, Edward Bobley, and Peter M. Bobley, individually and as officers of said corporation, and CDC Pharmaceutical Corporation, a corporation, and its officers, and Kenneth Beirn, individually, 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 a book entitled "Calories Don't Count", or any other book or books of the same or approximately the same content, material or principles, whether sold under the same name or any other name, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Representing, directly or by implication:

a. That the dietary principles expounded in this book are new, are based on a new discovery, are based on new knowledge or understanding, or constitute a medical breakthrough.

b. That a person will be able to loosen long-stored fat by the inclusion of polyunsaturated fatty acids in his diet.

c. That the book reflects an established scientific fact that polyunsaturated fatty acids are essential to an effective reducing diet, or that polyunsaturated fatty acids are more effective in a reducing diet than are other fats.

d. That said book enables a person to improve the condition of his skin or his resistance to colds or sinus trouble.

e. That other reducing principles and programs will cause loss of vital body tissue or are less safe than those set forth in said book.

f. That the book reflects an established scientific fact that it is necessary for a person to eat fat in order to lose weight.

g. That safflower oil in capsules or in any other form, or any other preparation of substantially the same ingredients is of substantial value as a part of a diet for the reduction of body weight.

2. The use in advertising of the title "Calories Don't Count", or representing in any other manner in advertising or promotional material, directly or by implication, that a person can reduce body weight regardless of the number of calories consumed by following the principles set forth in said book; provided, however, that any advertising or listing of the book which contains only the title and names of the author and publisher without any reference to the qualifications of the author, and which makes no claims concerning the efficacy of the dietary principles of the book shall not be prohibited hereby.

It is further ordered, That Cove Vitamin and Pharmaceutical, Inc., a corporation, and its officers, and Harry Bobley, Edward Bobley, and Peter M. Bobley, individually and as officers of said corporation, and CDC Pharmaceutical Corporation, a corporation, and its officers, and Kenneth Beirn, individually, 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 a book entitled "Calories Don't Count", or any other book or books or in connection with the offering for sale, sale and distribution of safflower oil capsules or any other product or products, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do cease and desist from:

1. Entering into, continuing, cooperating in or carrying out any planned course of action, understanding, agreement or combination between any of said respondents and any other respondent or respondents in the instant case or between said respondents, or any of them, and any others not parties hereto, to engage in:

a. Misrepresenting by any means or in any manner in connection with the advertising, offering for sale, sale or distribution of safflower oil capsules or any other product offered as a source of polyunsaturated fatty acids, the quality or merits of said products, or advertising, offering for sale, selling or distributing said products with the effect, purpose or

intent to deceive, to mislead, or to make any false claims concerning the quality or merits of said product or products.

b. Publishing, participating in, or causing the publication of a book without clearly and conspicuously labeling same as an advertisement or otherwise clearly and conspicuously disclosing in the book and on its dust jacket, or on its cover if there be no dust jacket, or by its title that it is published in cooperation or in association with or by a supplier or associated group of suppliers of a service or commercial product mentioned or referred to in the book, the identity of such supplier or group and the identity of such service or product, when an objective of such publisher is the substantial use of the book as a merchandising tool for such service or commercial product, or an accord is present between the publisher and the supplier or associated group of suppliers which contemplates substantial use of the book as such merchandising tool.

c. Advertising any book which the respondent knows or reasonably should know is required by the preceding subparagraph (b) to contain a disclosure, without making substantially the same disclosure, in such advertising for said book as is required by the said preceding subparagraph (b).

2. Individually engaging in, doing, or performing any act, practice, or thing prohibited in the immediately foregoing provisions 1 (a), (b) or (c) of this order.

It is further 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 this order.

Issued: September 6, 1963.

By the Commission, Commissioner Elman not participating.

[SEAL]

JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 63-10407; Filed, Oct. 1, 1963;
8:45 a.m.]

[Docket No. C-571]

PART 13—PROHIBITED TRADE PRACTICES

Qualitone Industries, Inc., et al.

Subpart—Advertising falsely or misleadingly: § 13.30 *Composition of goods*; § 13.70 *Fictitious or misleading guarantees*; § 13.235 *Source or origin*; § 13.235-60 *Place*; § 13.235-60(e) *Imported products or parts as domestic*. Subpart—Concealing, obliterating or removing law required and informative marking: § 13.510 *Foreign source*. Subpart—Furnishing means and instrumentalities of misrepresentation or deception: § 13.1055 *Furnishing means and instrumentalities of misrepresentation or deception*. Subpart—Misbranding or mislabeling: § 13.1185 *Composition*; § 13.12200 *Guarantees*. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1900 *Source or origin*;

§ 13.1900-35 *Foreign product as domestic*.

(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, Qualitone Industries, Inc., et al., Tuckahoe, N.Y., Docket C-571, Sept. 4, 1963]

In the Matter of Qualitone Industries, Inc., a Corporation, and Saul J. Karns, Samuel Karns, and Dorothy Karns, Individually and as officers of Said Corporation

Consent order requiring New York City distributors of phonograph needles, record brushes and phonograph accessories to wholesalers and jobbers, to cease selling phonograph needles with Japanese and Swiss components with no disclosure of such foreign origin and with the words "Printed in U.S.A.", etc., on the individual packages and on counter display cards; packaging imported clip-on record brushes in such manner that the word "Japan" stamped into the metal was hidden until the brush was removed and attaching them for sale to counter display cards bearing the words "Printed and Made in U.S.A."; and using such false statements as "Karns 'Eternal' Diamond Stylus", "guaranteed forever", etc., on containers of style and in advertising, and the words "sapphire" or "jewel" to describe synthetic tips of phonograph needles on containers and on counter display cards.

The order to cease and desist, including further order requiring report of compliance therewith, is as follows:

I. It is ordered, That respondents Qualitone Industries, Inc., a corporation, and its officers, and Saul J. Karns, Samuel Karns and Dorothy Karns, individually and as officers of said corporation, 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 phonograph needles, record brushes, phonograph accessories or other related products in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Representing, directly or indirectly, in advertising, or in labeling or by any other means that products manufactured in Japan, Switzerland or any other foreign country are manufactured in the United States.

2. Offering for sale or selling the aforesaid products which are substantially, or which contain a substantial part or parts, of foreign origin or fabrication without affirmatively disclosing the country of origin or fabrication thereof on the products themselves, by marking or stamping on an exposed surface, or on a label or tag affixed thereto, of such degree of permanency as to remain thereon until consummation of consumer sales of the products, and of such conspicuousness as to be likely observed and read by purchasers and prospective purchasers making casual inspection of the products.

3. Offering for sale, selling or distributing any such product packaged, or

Title 18—CONSERVATION OF POWER

Chapter I—Federal Power Commission

SUBCHAPTER B—REGULATIONS UNDER THE FEDERAL POWER ACT

[Docket No. R-227; Order No. 271]

PART 35—FILING OF RATE SCHEDULES

Miscellaneous Amendments

SEPTEMBER 26, 1963.

The Commission has under consideration in this proceeding the amendment of Part 35—Filing of Rate Schedules, of Subchapter B—Regulations under the Federal Power Act, of Chapter I of Title 18 of the Code of Federal Regulations, to prescribe revised regulations governing the filing of rate schedules by public utilities and licensees.

Part 35 corresponds to and appears at pages 60-67 of the Commission's pamphlet publication of its regulations under the Federal Power Act. It was included as part of the regulations under the Federal Power Act by Order No. 141, effective January 1, 1948 (12 F.R. 8498), as amended by Order No. 158, effective May 1, 1951 (16 F.R. 2388).

This amendment completely revises the present regulations. More detailed cost and other data will be required hereafter in support of rate schedule submittals, which will enable the Commission to process rate schedule filings more expeditiously.

This proceeding was commenced by notice of proposed rulemaking served upon interested parties, including State and Federal regulatory agencies, and by publication in the FEDERAL REGISTER on January 4, 1963 (28 F.R. 128). Copies of the proposed regulations were served and published as a part of that general notice. Subsequent to the general public notice of rulemaking in this proceeding, comments and suggestions were filed by the following classes of respondents:¹

Public Utilities.....	47
State Commissions.....	8
Accounting Firms.....	1
Law Firms.....	1
Total.....	57

The majority of the comments were directed to the cost of service data required to be filed in support of rate schedule filings, and particularly to the data required to be submitted under § 35.13 in support of rate increases. Most of the parties filing comments stated that they considered this data to be burdensome and costly to compile. Many parties stated that the required cost of service data is not appropriate for power

¹ All parties were given to and including Feb. 5, 1963, which date was later extended to March 1, 1963, to submit views and comments in writing concerning the aforesaid proposed revisions in the Commission's regulations to govern the filing of rate schedules by public utilities and licensees.

mounted in a container, or on a display card, without disclosing the country or place of foreign origin of the product, or substantial part or parts thereof, on the front or face of such packaging, container, or display card, so positioned as to clearly have application to the product so packaged or mounted, and of such degree of permanency as to remain thereon until consummation of consumer sale of the product, and of such conspicuousness as to be likely observed and read by purchasers and prospective purchasers making casual inspection of the product as so packaged or mounted.

4. Using the words "Eternal" or "guaranteed forever" or "guaranteed forever even against wear", or any other word or words of similar import, alone or in conjunction with any other word or words to designate, describe or refer to respondents' diamond stylus; or misrepresenting in any manner the useful life of said product.

5. Placing in the hands of jobbers, retailers, dealers, and others, means and instrumentalities by and through which they may deceive and mislead the purchasing public concerning any merchandise in the respects set out in section I herein.

II. *It is further ordered*, That respondents Qualitone Industries, Inc., a corporation, and its officers, and Samuel Karns and Dorothy Karns, individually and as officers of said corporation, 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 phonograph needles, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Using the word "sapphire" or "jewel" or any other word or words denoting precious stones, in designating or describing the points or tips of phonograph needles made of synthetic material of the kind so designated, without clearly stating in immediate connection with such word or words, that such points or tips are synthetic.

2. Placing in the hands of jobbers, retailers, dealers, and others, means and instrumentalities by and through which they may deceive and mislead the purchasing public concerning any merchandise in the respects set out in section II herein.

It is further 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 this order.

Issued: September 4, 1963.

By the Commission, Commissioner
Elman not participating.

[SEAL]

JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 63-10400; Filed, Oct. 1, 1963;
8:45 a.m.]

pooling and interchange agreements, and several objected to the required submission of over-all cost of service data. Objection was also made to the requirement of an opinion of an independent public accountant.

Accordingly, several changes have been made in § 35.13. The cutoff figure for rate increases which will require a full cost of service showing has been increased from \$5,000 to \$50,000; the rate of return information required has been reduced substantially; and the requirement of an opinion of an independent public accountant has been eliminated. In addition, for rate increases comprising an integral part of coordination and interchange arrangements in the nature of power pooling transactions, only a summary statement of cost computations is required, rather than the detailed cost data required to be filed in support of other rate increases.

The requirement of over-all cost of service data, where applicable, has been retained because it is necessary to assess cost components recoverable through rates which are not subject to this Commission's jurisdiction in order to make the essential allocations between jurisdictional and nonjurisdictional factors. The remaining detailed cost data, which has been retained, is necessary for expeditious processing of rate schedule filings by the Commission.

There was also a substantial number of comments directed to the basic principles for design of fuel clauses. These principles have been simplified and numerous clarifying editorial changes have been made. It is anticipated that this simplification and clarification will satisfy many of the objections which were made to the fuel clause principles.

Clarifying editorial changes have also been made in several other sections of the Regulations, in response to suggestions made in the written comments.

Other comments not incorporated in the revision of the regulations were rejected because they were considered to be unnecessary or impractical. Several requests were made for a hearing. Since the parties have set forth their positions fully and completely in their written presentations, further amplification of these views in a hearing would serve no constructive purpose.

The Commission finds:

(1) The notice and opportunity to comment in this rulemaking proceeding with respect to the matters presently before the Commission through the submission, in writing, of data, views, comments and suggestions in the manner described above are consistent and in accordance with all procedural requirements therefor as prescribed in section 4 of the Administrative Procedure Act (60 Stat. 238; 5 U.S.C. 1003).

(2) In view of the foregoing, and upon consideration of all relevant matters presented, it is necessary and appropriate for the purposes of the Federal Power Act that Part 35—Filing of Rate Schedules, of Subchapter B—Regulations under the Federal Power Act, of Chapter I of Title 18 of the Code of Federal Reg-

ulations be amended in its entirety as hereinafter provided.

(3) Good cause exists for the amendment of the Regulations to Govern the Filing of Rate Schedules by Public Utilities and Licensees, effective November 1, 1963; all as hereinafter provided.

The Commission acting pursuant to its authority under the Federal Power Act, as amended, particularly sections 19, 20, 205, 206(a), 208, 209, 301 and 309 thereof (41 Stat. 1073, 49 Stat. 851, 852, 853, 854, 858; 16 U.S.C. 812, 813, 824d, 824e(b), 824g, 824h, 825, and 825h), orders:

(A) Part 35—Filing of Rate Schedules, of Subchapter B—Regulations under the Federal Power Act, of Chapter I of Title 18 of the Code of Federal Regulations is amended in its entirety to read as follows:

(B) This order shall become effective on November 1, 1963.

(C) The Secretary of the Commission shall cause prompt publication of this order to be made in the FEDERAL REGISTER.

By the Commission.

Commissioner Ross dissenting to that part of § 35.14(a) (1), prescribed by this order, which requires a public utility "at least every five years" to make appropriate amendments by fuel clauses of its filed rate schedules.

Commissioner Black not participating.

[SEAL]

JOSEPH H. GUTRIDE,
Secretary.

PART 35—FILING OF RATE SCHEDULES

- Sec.
- 35.1 Application; obligation to file rate schedules.
- 35.2 Definitions.
- 35.3 Notice requirements.
- 35.4 Permission to become effective is not approval.
- 35.5 Rejection of material submitted for filing.
- 35.6 Submission for staff suggestions.
- 35.7 Number of copies to be supplied.
- 35.8 Comments by interested parties.
- 35.9 Identification and numbering of rate schedules.
- 35.10 Form and style of rate schedules.
- 35.11 Waiver of notice requirement.
- 35.12 Filing of initial rate schedules.
- 35.13 Filing of changes in rate schedules.
- 35.14 Fuel cost adjustment clauses.
- 35.15 Notices of cancellation or termination.
- 35.16 Notice of succession.
- 35.17 Changes relating to suspended rate schedules or parts thereof.
- 35.18 Rates established by order of the Commission.
- 35.19 Submission of information by reference.
- 35.20 Filing of rate schedules, notices, etc., by persons authorized to transmit electric energy from the United States to a foreign country.
- 35.21 Applicability to licensees and others subject to sections 19 or 20 of the Federal Power Act.

AUTHORITY: §§ 35.1 to 35.21, inclusive issued under secs. 19, 20, 41 Stat. 1073; secs. 205, 206(a), 208, 209, 301, 309, 49 Stat. 851, 852, 853, 854, 858; 16 U.S.C., 812, 813, 824d, 824e(b), 824g, 825h.

APPLICATION

§ 35.1 Application; obligation to file rate schedules.

(a) Every public utility shall file with the Commission and post, in conformity

with the requirements of this part, full and complete rate schedules, as defined in § 35.2(b), clearly and specifically setting forth all rates and charges for any transmission or sale of electric energy subject to the jurisdiction of this Commission, the classifications, practices, rules and regulations affecting such rates and charges and all contracts which in any manner affect or relate to such rates, charges, classifications, services, rules, regulations or practices, as required by section 205(c) of the Federal Power Act (49 Stat. 851; 16 U.S.C. 824d (c)). Where two or more public utilities are parties to the same rate schedule, each public utility transmitting or selling electric energy subject to the jurisdiction of this Commission shall post and file such rate schedule, or the rate schedule may be filed by one such public utility and all other parties having an obligation to file may post and file a certificate of concurrence on the form indicated in § 131.52 of this chapter: *Provided, however*, In cases where two or more public utilities are required to file rate schedules or certificates of concurrence such public utilities may authorize a designated representative to file upon behalf of all parties if upon written request such parties have been granted Commission authorization therefor.

(b) A rate schedule applicable to a transmission or sale of electric energy, other than that which proposes to supersede, supplement, cancel or otherwise change the provisions of a rate schedule required to be on file with this Commission, shall be filed as an initial rate in accordance with § 35.12.

(c) A rate schedule applicable to a transmission or sale of electric energy which proposes to supersede, supplement, cancel or otherwise change any of the provisions of a rate schedule required to be on file with this Commission (such as providing for other or additional rates, charges, classifications or services, or rules, regulations, practices or contracts for a particular customer or customers) shall be filed as a change in rate in accordance with § 35.13, except Notices of Cancellation or Termination which shall be filed as a change in accordance with § 35.15.

(d) No public utility shall, directly or indirectly, demand, charge, collect or receive any rate, charge or compensation for or in connection with electric service subject to the jurisdiction of the Commission, or impose any classification, practice, rule, regulation or contract with respect thereto, which is different from that provided in a rate schedule required to be on file with this Commission unless otherwise specifically provided by order of the Commission for good cause shown.

§ 35.2 Definitions.

(a) *Electric service*. The term "electric service" as used herein shall mean the transmission of electric energy in interstate commerce or the sale of electric energy at wholesale for resale in interstate commerce, and may be comprised of various classes of capacity and energy sales and/or transmission serv-

ices. "Electric service" shall include the utilization of facilities owned or operated by any public utility to effect any of the foregoing sales or services whether by leasing or other arrangements. As defined herein, "electric service" is without regard to the form of payment or compensation for the sales or services rendered whether by purchase and sale, interchange, exchange, wheeling charge, facilities charge, rental or otherwise.

(b) *Rate schedule*. The term "rate schedule" as used herein shall mean a statement of (1) electric service as defined in paragraph (a) of this section, (2) rates and charges for or in connection with that service, and (3) all classifications, practices, rules, regulations or contracts which in any manner affect or relate to the aforementioned service, rates, and charges. This statement shall be in writing and may take the physical form of a contractual document, purchase or sale agreement, lease of facilities, tariff² or other writing. Any oral agreement or understanding forming a part of such statement shall be reduced to writing and made a part thereof.

(c) *Filing date*. The term "filing date" as used herein shall mean the date on which a rate schedule filing is completed by the receipt in the office of the Secretary of all supporting cost and other data required to be filed in compliance with the requirements of this part, unless such rate schedule is rejected as provided in § 35.5. If the material submitted is found to be incomplete, the Secretary will so notify the filing utility within 30 days of the receipt of the submittal.

(d) *Posting*. The term "posting" as used herein shall mean, (1) keeping a copy of every rate schedule of a public utility as currently on file, or as tendered for filing, with the Commission open and available during regular business hours for public inspection in a convenient form and place at the public utility's principal and district or division offices in the territory served, and (2) mailing to each purchaser under a rate schedule a copy of such rate schedule on the date it is sent to this Commission for filing. Posting shall include, in the event of the filing of increased rates or charges, the mailing to each purchaser under a rate schedule or schedules proposed to be changed and to each State Commission within whose jurisdiction such purchaser or purchasers distribute and sell electric energy at retail, a copy of the rate schedule showing such increased rates or charges, comparative billing data as required under this part, and, if requested by a purchaser or State Commission, a copy of the supporting data required to be submitted to this Commission under this part. Upon direction of the Secretary, the public utility shall serve copies of rate schedules and supplementary data

² The term "tariff" means a compilation, in book form, of rate schedules of a particular public utility, effective under the Federal Power Act, and a copy of each form of service agreement. In connection herewith, attention is invited to Part 154 of the Commission's regulations under the Natural Gas Act as a guide to the form and composition of a tariff.

upon designated parties other than those specified herein.

(e) *Effective date.* As used herein the "effective date" of a rate schedule shall mean the date on which a rate schedule filed and posted pursuant to the requirements of this part is permitted by the Commission to become effective as a filed rate schedule. The effective date shall be 30 days after the filing date, or such other date as may be specified by the Commission.

§ 35.3 Notice requirements.

(a) All rate schedules or any part thereof shall be tendered for filing with the Commission and posted not less than thirty days nor more than ninety days prior to the date on which the electric service is to commence and become effective under an initial rate schedule or the date on which the filing party proposes to make any change in electric service and/or rate, charge, classification, practice, rule, regulation or contract effective as a change in rate schedule, except as provided in paragraph (b) of this section, or unless a different period of time is permitted by the Commission. Nothing herein shall be construed as in any way precluding a public utility from entering into agreements which, under this section, may not be filed at the time of execution thereof by reason of the aforementioned 30 to 90 day prior filing requirements. The proposed effective date of any rate schedule filing having a "filing date" in accordance with § 35.2(c) may be deferred at the written request of the filing public utility submitted to the Secretary prior to its acceptance by the Commission.

(b) Rate schedules predicated on the construction of facilities may be tendered for filing and posted no more than 90 days prior to the date set by the parties for the contract to go into effect.

The Commission, upon request and for good cause shown, may permit a rate schedule or part thereof to be tendered for filing and posted more than 90 days before it is to become effective.

§ 35.4 Permission to become effective is not approval.

The fact that the Commission permits a rate schedule or any part thereof or any notice of cancellation to become effective shall not constitute approval by the Commission of such rate schedule or part thereof or notice of cancellation.

§ 35.5 Rejection of material submitted for filing.

The Secretary, pursuant to the Commission's rules of practice and procedure and delegation of Commission authority, shall reject any material submitted for filing with the Commission which patently fails to substantially comply with the applicable requirements set forth in this part, or the Commission's rules of practice and procedure.

§ 35.6 Submission for staff suggestions.

Any public utility may submit a rate schedule or any part thereof or any material relating thereto for the purpose of receiving staff suggestions and comments thereon prior to filing with the Commission.

§ 35.7 Number of copies to be supplied.

(a) Rate schedules or parts thereof and material relating thereto, certificates of concurrence, notices of cancellation or termination, and notices of succession submitted for filing shall be supplied to the Commission in duplicate: *Provided, however,* That a rate schedule filing which proposes increased rates or charges, together with the required data therefor, shall be furnished in quintuplicate.

(b) All documents submitted for filing, including the letter of transmittal, shall be included in one package, and addressed to the Federal Power Commission, Washington, D.C., 20426. The Secretary is authorized to request additional copies of such documents.

§ 35.8 Comments by interested parties.

Comments of any purchaser or other interested party concerning any rate schedule filing made pursuant to this part shall be submitted to the Commission within 20 days after the date of such rate schedule filing. This section shall not limit any opportunity to submit protests, complaints, notices of intervention, and petitions to intervene in accordance with the Commission's rules of practice and procedure.

§ 35.9 Identification and numbering of rate schedules.

Every rate schedule filed will be numbered by the Commission and the filing public utility advised of the Rate Schedule FPC number. Whenever a rate schedule offered for filing changes, alters or modifies any rate, charge, classification, or service, or any rule, regulation, practice or contract relating thereto, or provides additionally for a rate, charge, classification or service, or any rule, regulation or practice or contract relating thereto, but is dependent upon and amendatory of an existing rate schedule on file with the Commission, it will be designated as a supplement or an exhibit to the existing rate schedule and will be so numbered.

§ 35.10 Form and style of rate schedules.

(a) Every rate schedule offered for filing with the Commission under this part, shall show on a title page, which shall be otherwise blank, (1) the name of the filing public utility, (2) the names of other utilities rendering or receiving service under the rate schedule; and (3) a brief description of the service to be provided under the rate schedule.

(b) All rate schedules tendered for filing under this part must be printed or otherwise reproduced on 8½ inches wide by 11 inches long white, durable paper so as to result in a clear and permanent record. All copies must be clear, legible, complete, and must show the name(s) of all signatories to executed documents.

§ 35.11 Waiver of notice requirement.

Upon application and for good cause shown, the Commission may, by order, provide that a rate schedule, or part thereof, shall be effective as of a date prior to the date of filing or prior to the date the rate schedule would become ef-

fective in accordance with these rules. Application for waiver of the prior notice requirement shall show (a) how and the extent to which the filing public utility and purchaser(s) under such rate schedule, or part thereof, would be affected if the notice requirement is not waived, and (b) the effects of the waiver, if granted, upon purchasers under other rate schedules. The filing public utility requesting such waiver of notice shall serve copies of its request therefor upon all purchasers.

DOCUMENTS TO BE SUBMITTED WITH A FILING

§ 35.12 Filing of initial rate schedules.

(a) The letter of a public utility transmitting to the Commission for filing an initial rate schedule shall list the documents submitted with the filing; give the date on which the service under that schedule is expected to commence; state the names and addresses of those to whom the rate schedule has been mailed; contain a brief description of the kinds of services to be furnished at the rates specified therein; and summarize the circumstances which show that all requisite agreement to the rate schedule or the filing thereof, including any contract embodied therein, has in fact been obtained. In the case of coordination and interchange arrangements in the nature of power pooling transactions, all supporting data required to be submitted in support of a rate schedule filing shall also be submitted by parties filing certificates of concurrence, or a representative to file supporting data on behalf of all parties may be designated as provided in § 35.1

(b) In addition, the following material shall be submitted:

(1) Estimates of the transactions and revenues under an initial rate schedule. This shall include estimates, by months and for the year, of the quantities of services to be rendered and of the revenues to be derived therefrom during the 12 months immediately following the month in which those services will commence. Such estimates should be subdivided by classes of service, customers, and delivery points and shall show all billing determinants, e.g., kw, kwh, fuel adjustment, power factor adjustment. These estimates will not be required where they cannot be made with relative accuracy as, for example, in cases of interconnection arrangements containing schedules of rates for emergency energy, spinning reserve or economy energy or in cases of coordination and integration of hydroelectric generating resources whose output cannot be predicted quantitatively due to water conditions.

(2) (i) Basis of the rate or charge proposed in an initial rate schedule and an explanation of how the proposed rate or charge was derived. For example, is it a standard rate of the filing public utility; is it a special rate arrived at through negotiations and, if so, were unusual customer requirements or competitive factors involved; and is it designed to produce a return substantially equal to the filing public utility's overall rate of return or is it essentially an increment cost plus a share of the savings rate? Were special cost of service studies pre-

pared in connection with the derivation of the rate?

(ii) A summary statement of all cost (whether fully distributed, incremental or other) computations involved in arriving at the derivation of the level of the rate, in sufficient detail to justify the rate, shall be submitted with the filing, except that if the filing includes nothing more than service to one or more added customers under an established rate of the utility for a particular class of service, such summary statement of cost computations is not required. In all cases, the Secretary is authorized to require the submission of the complete cost studies as part of the filing, public utility shall submit the same upon request by the Secretary in such form as he shall direct.

(3) A comparison of the proposed initial rate with other rates of the filing public utility for similar wholesale for resale and transmission services.

(4) If any facilities are installed or modified in order to supply the service to be furnished under the proposed rate schedule, the filing public utility shall show on an appropriate available map (or sketch) and single line diagram the additions or changes to be made.

§ 35.13 Filing of changes in rate schedules.

(a) The letter of a public utility transmitting to the Commission for filing a rate schedule, or part thereof, to supersede, supplement or otherwise change the provisions of a rate schedule required to be on file with the Commission, shall list the documents submitted with the filing; give the date on which the filing public utility proposes to make the changes in service and/or rate, charge, classification, rule, regulation, practice or contract effective; state the names and addresses of those to whom copies of the rate schedule has been mailed; include a brief description of the proposed changes in service and/or rate, charges, etc.; state the reasons for the proposed changes; and summarize the circumstances which show that all requisite agreement to the rate schedule or the filing thereof, including any contract embodied therein, has in fact been obtained. In the case of coordination and interchange arrangements in the nature of power pooling transactions, all supporting data required to be submitted in support of a rate schedule filing shall also be submitted by parties filing certificates of concurrence, or a representative to file supporting data on behalf of all parties may be designated as provided in § 35.1.

(b) In addition the following material shall be submitted:

(1) A statement comparing sales and services and revenues therefrom, by months and for the year, under both the rate schedule proposed to be superseded or supplemented and the proposed changed rate schedule, each applied to the transactions for the 12 months immediately preceding and to the 12 months immediately succeeding the date on which the new rate schedule is to become effective. Such comparisons should be made for each class of service, for each customer, and for each delivery point. The billing quantities involved in

the computation of the charges should also be shown.

(2) A comparison of the proposed rate with other rates of the filing public utility for similar wholesale for resale and transmission services.

(3) If any facilities are installed or modified in order to supply the service to be furnished under the proposed rate schedule, the filing public utility shall show on an appropriate available map (or sketch) and single line diagram the additions or changes to be made.

(4) (i) Except as provided in subdivision (ii) of this subparagraph, if the rate schedule provides for an increased rate, then 60 days prior to the date that such changed rate is proposed to become effective the filing public utility shall submit a statement showing its cost of the service to be supplied under the new rate schedule according to supporting statements A through N as described below. Simultaneously, the public utility shall submit the material on sales and revenues described in paragraph (a) of this section and, unless the rate schedule containing the proposed increased rate is likewise simultaneously filed, a summary statement of such proposed increased rate: *Provided, however,* That the submittal of such summary statement of the rate schedule shall not be in lieu of the rate schedule as required to be filed with the Commission pursuant to the regulations in this part.

(ii) No cost of service data shall be required in cases where the application of the proposed change in rate schedule effects rate increase of less than \$50,000 annually resulting from, but incidental to changes such as a rate design, delivery points and delivery voltage. Specifically designated rate increases of less than \$50,000 annually (as opposed to incidental increases), increases resulting from changes made in fuel clauses, and increases of rates comprising an integral part of coordination and interchange arrangements in the nature of power pooling transactions, shall be supported by cost data as identified in § 35.12(b) (2).

(iii) The statement of the cost of service should contain an analysis of system costs for a test period of twelve consecutive months including return, taxes, depreciation, and operating expenses, and an allocation of such costs to the services rendered. The information submitted with the statement shall show the data itemized below for the test period, together with any significant changes in facilities, operations, or costs experience during that period, or which are known and are measurable with reasonable accuracy at the time of the filing, and which will become effective within eight months of the last month of available actual experience. Pursuant to application of the filing public utility made at the time of filing of a rate schedule, the Secretary may allow deviations from the data herein required.

(iv) The statement of cost of service shall include an attestation by the chief accounting officer or other authorized accounting representative of the filing public utility that the cost statements and supporting data submitted as a part of the filing which purport to reflect the books of the public utility do, in fact,

set forth the results shown by such books. Following is a description of statements A through N required to be filed pursuant to this subparagraph:

Statement A—Balance sheet. Balance sheets in the form prescribed by the Commission's Uniform System of Accounts for Public Utilities and Licensees as of the beginning and the end of the test period, and the most recently available balance sheet, including therein the footnotes, if any, applicable thereto.

Statement B—Income statements. Income statements in the form prescribed by the Commission's Uniform System of Accounts for Public Utilities and Licensees for the test period, and the most recently available income statement, including therein footnotes, if any, applicable thereto.

Statement C—Earned surplus statement. Earned surplus statements for the test period, showing debits and credits according to descriptive captions, the balance as of the beginning and the end of the test period, and the most recently available earned surplus statement, including therein the footnotes, if any, applicable thereto.

Statement D—Cost of plant. A statement of the cost of plant by functional classification³ as of the beginning and the end of the test period.

Statement E—Accumulated depreciation. A statement of the accumulated provision for depreciation by functional classification as of the beginning and the end of the test period.

Statement F—Average working capital. A statement, by components, of the claimed working capital using averages of the amounts as of the beginning and the end of each month of the test period.

Statement G—Rate of return. Show the percentage rate of return claimed, with a brief statement of the basis therefor. Additionally, the following data should be furnished:⁴

(a) **Debt capital.** Show for each class and series of long-term debt outstanding as of the date of the most recently available balance sheet:

- (1) Net proceeds.
- (2) Net proceeds per unit.
- (3) Cost of money and yield to maturity based on the interest rate and net proceeds per unit outstanding determined by reference to any generally accepted table of bond yields.
- (4) Show weighted average cost of debt capital as determined from the foregoing detail.
- (b) **Preferred stock capital.** Show for each class and series of preferred stock outstanding as of the date of the most recently available balance sheet:

- (1) Net proceeds.
- (2) Net proceeds per unit or share.
- (3) Cost of money. Dividend rate divided by net proceeds per unit or share.
- (4) Show weighted average cost of preferred stock capital as determined from the foregoing detail.

(c) **Common stock capital.** Show for each sale of common stock during the five-year period preceding the date of the most recently available balance sheet:

- (1) Net proceeds.

³ Functional classification refers to the classification as among production, transmission, distribution, and general functions.

⁴ Where fifty percent or more of the common stock of the public utility is not held by the public but is owned by another corporation, the information required by this section in respect of debt capital and preferred stock capital shall be submitted to the extent applicable, and in addition the data described shall be submitted with respect to the debt, preferred stock and common stock of the parent company.

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- (2) Net proceeds per share.
 (3) Book value per share at date immediately prior to date of issuance.
 (4) Latest published earnings per share at date of issuance.

- (5) Dividend rate at date of issuance.
 (6) The following information on outstanding common stock for each of the five calendar years preceding the date of the most recently available balance sheet:

Years	Average number of shares outstanding	Book value (per share)	Annual earnings (per share)	Annual dividend (rate per share)	Dividends (percent earnings)	Average market price, basis monthly, high-low	Earnings price ratio ¹	Dividend price ratio ²
1								
2								
3								
4								
5								

¹ Relationship of annual earnings per share to average of the 12 monthly high-low market values of stock. In the case of monthly data, use latest reported earnings in computing ratio of earnings to average high-low market value for month.

² Relationship of dividend per share to average high-low market value of stock.

Statement H—Operating expenses. For the test period show operating expenses by functional classification.

Statement I—Depreciation expense. For the test period show depreciation expense by functional classification. The annual rates used in computing such expense and the method of determining such depreciation rates should also be shown.

Statement J—Income taxes. For the test period show income taxes computed on the basis of the rate of return claimed and separated as between Federal and State taxes; the principal components of the tax adjustments shall be described and the amounts thereof shown separately. Amounts for deferred taxes debit and credit should be shown. There also should be shown the amounts and basis of assignment of income taxes attributed to other utility departments and nonutility operations together with any tax savings affecting the total tax liability. If the filing public utility joins in a consolidated tax return, there shall be given the total estimated tax savings, expressed as a percentage, resulting from the filing of a consolidated return, as well as a full explanation of the method of computing the tax savings. Any abnormalities (such as non-recurring income, gains, losses, deductions, etc.) affecting the income tax for the test period shall be explained and the tax effect thereon set forth.

Statement K—Other taxes. For the test period other taxes shall be classified under appropriate headings of Federal, State and local with appropriate subclassifications.

Statement L—Over-all cost of service. For the test period show the over-all cost of service for the filing public utility's electric utility operations during the test period, including allowances for return and income taxes based upon the rate of return claimed, together with the total electric utility operating revenues of the filing public utility for the test period. If the amount of the filing public utility's total electric utility operating revenue differs significantly from its overall cost of service including allowances for claimed return and income taxes, the filing public utility shall show the amounts available for return and taxes on income and return expressed as a percentage of rate base.

Statement M—Allocated cost of service. For the test period show the cost of service allocated to the sales or services for which the increased rate or charge is proposed, including the principal determinants used for allocation purposes. In connection therewith, the following data should be submitted:

(1) In the event the filing public utility considers certain special facilities as being devoted entirely to the service involved, it shall show, in addition to the over-all cost of service, the cost of service related to such special facilities.

(2) Computations showing the energy responsibility of the service, based upon considerations of energy sales under the pro-

posed rate schedules and the kwh delivered from the filing public utility's supply system.

(3) Computations showing the demand responsibility of the service, based upon considerations of the monthly maximum demands supplied from the seller's system, the maximum demands of the service under the proposed rate schedules, and the demands of the service at the time of the maximum system demand. Such non-coincident and co-incident demand data, including date and hour for the system and for the service, should be shown for each month of the test period together with a statement explaining how the demand ratio used in the filing party's cost study was derived.

(4) Estimated peak hour and annual energy losses applicable to sales under the proposed rate schedule expressed as a percentage of system output.

Statement N—Comparison of cost of service. For the test period compare the allocated cost of service shown in Statement L above with revenues under the proposed rates. If the amount of revenue under the proposed new rates differs significantly from allocated cost of service including allowances for claimed return and income taxes, the filing public utility shall show the amounts available for return and taxes on income, and shall show return expressed as a percentage of rate base allocated to the service concerned.

(1) In the event the filing public utility considers certain special facilities as being devoted entirely to the service involved, it shall show, in addition to the over-all cost of service, the cost of service related to such special facilities.

Statement O—Fuel cost adjustment factor. If the rate schedule embodies a fuel clause, show the derivation of the fuel cost adjustment factor as stated therein.

(c) If a rate schedule required to be on file with this Commission is not required to be supported by cost of service data as set forth in this section but such data may be needed for Commission analysis, these regulations contemplate that each filing public utility may be required, by letter of the Secretary, to submit specified cost data.

(d) Filing public utilities in completing the supporting cost of service data herein required should be guided by applicable Commission precedents and policy statements considered in the light of their respective operating conditions and sales and services subject to this Commission's regulatory jurisdiction.

OTHER FILING REQUIREMENTS

§ 35.14 Fuel cost adjustment clauses.

(a) Fuel adjustment clauses which are not in conformity with the principles set out below are not in the public interest. These regulations contemplate

that the filing of proposed rate schedules which embody fuel clauses failing to conform to the following principles may result in suspension of those parts of such rate schedules:

(1) It shall be the intent of the fuel clause to reflect changes in the fuel component (and fuel only) per kilowatt hour of delivered energy cost. Where the adjustment does not automatically reflect changes in the system heat rate, the public utility shall make appropriate amendments as significant changes occur in system operations, and at least every five years, and such amendments shall be filed with the Commission in accordance with § 35.13.

(2) The base cost of fuel, which cost shall include no items other than those in Account 151, of the Commission's Uniform System of Accounts for Public Utilities and Licensees, shall be stated in cents per million B.t.u.

(3) The fuel adjustment shall not apply to any part of that energy generated by hydro-electric generating stations.

(b) Any change in the fuel adjustment factor or in the base cost of fuel shall be submitted with supporting data as a filed rate change.

§ 35.15 Notices of cancellation or termination.

When a rate schedule or part thereof required to be on file with the Commission is proposed to be cancelled or is to terminate by its own terms and no new rate schedule or part thereof is to be filed in its place, each party required to file the schedule shall notify the Commission of the proposed cancellation or termination on the form indicated in § 131.53 of this chapter at least thirty days but not more than ninety days prior to the date such cancellation or termination is proposed to take effect. A copy of such notice to the Commission shall be duly posted. With such notice each filing party shall submit a statement giving the reasons for the proposed cancellation or termination, and a list of the affected purchasers to whom the notice has been mailed. For good cause shown, the Commission may by order provide that the notice of cancellation or termination shall be effective as of a date prior to the date of filing or prior to the date the filing would become effective in accordance with these rules.

§ 35.16 Notice of succession.

Whenever the name of a public utility is changed, or its operating control is transferred to another public utility in whole or in part, or a receiver or trustee is appointed to operate any public utility, the exact name of the public utility, receiver, or trustee which will operate the property thereafter shall be filed within 30 days thereafter with the Commission on the form indicated in § 131.51 of this chapter.

§ 35.17 Changes relating to suspended rate schedules or parts thereof.

(a) *Withdrawal of suspended rate schedules or parts thereof.* Where a rate schedule or part thereof has been

⁵ See General Policy and Interpretations, § 2.4, Part 2, Subchapter A, Chapter I, Title 18, Code of Federal Regulations (18 CFR 2.4).

suspended by the Commission, it may be withdrawn during the period of suspension only by special permission of the Commission granted upon application therefor and for good cause shown. If permitted to be withdrawn, any such rate schedule may be refiled with the Commission within a one-year period thereafter only with special permission of the Commission for good cause shown.

(b) *Changes in suspended rate schedules or parts thereof.* A public utility may not, within the period of suspension, file any change in a rate schedule or part thereof which has been suspended by order of the Commission except by special permission of the Commission granted upon application therefor and for good cause shown.

(c) *Changes in rate schedules or parts thereof continued in effect and which were proposed to be changed by the suspended filing.* A public utility may not, within the period of suspension, file any change in a rate schedule or part thereof continued in effect by operation of an order of suspension and which was proposed to be changed by the suspended filing, except by special permission of the Commission granted upon application therefor and for good cause shown.

§ 35.18 Rates established by order of the Commission.

Every rate schedule filed to make effective the rates, charges, classifications or services, or any rule, regulation, practice or contract relating thereto, established in conformity with an order of the Commission shall bear the following additional notation on the title page:

Filed in Compliance with an Order of the Federal Power Commission Docket No. -----
Entered ----- Day of -----

§ 35.19 Submission of information by reference.

If all or any portion of the information called for in this part has already been submitted to the Commission, substantially in the form prescribed above, specific reference thereto may be made in lieu of re-submission in response to the requirements of this part.

§ 35.20 Filing of rate schedules, notices, etc., by persons authorized to transmit electric energy from the United States to a foreign country.

Persons authorized to transmit electric energy from the United States to a foreign country and required by the provisions of § 32.38 of this chapter, to file all rate schedules, supplements, notices of succession in ownership or operation, notices of cancellation, and certificates of concurrence with respect to such energy shall do so in the form and manner specified in § 35.1 through 35.16 as applicable to public utilities.

§ 35.21 Applicability to licensees and others subject to section 19 or 20 of the Federal Power Act.

Upon further order of this Commission issued upon its own motion or upon complaint or request by any person or State within the meaning of sections 19 or 20 of the Federal Power Act, the provisions

of §§ 35.1-35.19 shall be operative as to any licensee or others who are subject to this Commission's jurisdiction in respect to services and the rates and charges of payment therefor by reason of the requirements of sections 19 or 20 of the Federal Power Act. The requirement of this section for compliance with the provisions of §§ 35.1 through 35.19 shall be in addition to and independent of any obligation for compliance with those regulations by reason of the provisions of sections 205 and 206 of the Federal Power Act. For purposes of applying this section "Electric Service" as otherwise defined in § 35.2(a) shall mean: Services to customers or consumers of power within the meaning of sections 19 or 20 of the Federal Power Act which may be comprised of various classes of capacity and energy and/or transmission services subject to the jurisdiction of this Commission. "Electric Service" shall include the utilization of facilities owned or operated by any licensee or others to effect any of the foregoing sales or services whether by leasing or other arrangements. As defined herein "Electric Service" is without regard to the form of payment or compensation for the sales or services rendered, whether by purchase and sale, interchange, exchange, wheeling charge, facilities charge, rental or otherwise. For purposes of applying this section, "Rate Schedule" as otherwise defined in § 35.2(b) shall mean: A statement of (1) electric service as defined in this § 35.21 (2) rates and charges for or in connection with that service, and (3) all classifications, practices, rules, regulations, or contracts which in any manner affect or relate to the aforementioned service, rates and charges. This statement shall be in writing and may take the physical form of a contractual document, purchase or sale agreement, lease of facilities, tariff or other writing. Any oral agreement or understanding forming a part of such statement shall be reduced to writing and made a part thereof.

[F.R. Doc. 63-10397; Filed, Oct. 1, 1963; 8:45 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 121—FOOD ADDITIVES

Subpart D—Food Additives Permitted in Food for Human Consumption

CHEMICALS USED IN WASHING FRUITS AND VEGETABLES

The Commissioner of Food and Drugs, having evaluated data in a petition filed by Monsanto Chemical Company, 800 North Lindbergh Boulevard, St. Louis 66, Missouri, and other relevant material, has concluded that an amendment to § 121.1091 should issue to prescribe the use of sodium dodecylbenzenesulfonate in the washing or lye peeling of fruits and

* See footnote 2.

vegetables. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (25 F.R. 8625), § 121.1091(a)(2) is amended to read as follows:

§ 121.1091 Chemicals used in washing fruits and vegetables.

* * * *

(a) * * *
(2) Substances identified in this subparagraph and subject to such limitations as are provided:

Substances	Limitations
Potassium bromide.....	
Sodium dodecylbenzenesulfonate (alkyl group not less than 65% C ₁₂ and not less than 90% C ₁₁ to C ₁₃).....	Not to exceed 0.2% in wash water. May be used in the washing or to assist in the lye peeling of fruits and vegetables.
Sodium hypochlorite.....	

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., written objections thereto. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed in quintuplicate.

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

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

Dated: September 26, 1963.

GEO. P. LARRICK,
Commissioner of Food and Drugs.

[F.R. Doc. 63-10427; Filed, Oct. 1, 1963; 8:47 a.m.]

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of the Treasury

SUBCHAPTER M—COAST GUARD VESSELS [CGFR 63-56]

PART 135—LIGHTS FOR COAST GUARD VESSELS OF SPECIAL CONSTRUCTION

Exemption of Statutory Requirements for U.S.C.G.C. Bramble

The "U.S.C.G.C. Bramble" was transferred from Miami, Florida, to Detroit,

Michigan, for service on the Great Lakes. Because of its special construction, this Buoy Tender carries the forward masthead light and after range light with a horizontal separation of 16 feet.

The provisions of section 2 and Rule 13(b) in section 6 of the Act of October 11, 1951 (65 Stat. 407, 415; 33 U.S.C. 143a, 145k), and section 1 of the Act of December 3, 1945, as amended (59 Stat. 590; 33 U.S.C. 360), provide in essence that Coast Guard vessels of special construction may be exempted from certain requirements of the various applicable laws on rules of the road with respect to the number, position, range of visibility, or arc of visibility of the lights required to be displayed by vessels when navigating on the high seas or on navigable waters of the United States, its territories or possessions. Section 2 of the Act of October 11, 1951, and section 1 of the Act of December 3, 1945, also provide that if any exempted vessel or class of vessels, by reason of special construction, cannot comply with the applicable requirements, the lights prescribed shall conform as closely to the requirements of the applicable laws as it is found and certified to be feasible. These laws also require that notices of such findings or certifications and the requirements describing the character and position of the lights to be displayed on such exempted vessels shall be published in the FEDERAL REGISTER and in the Notice to Mariners.

It is hereby found the "U.S.C.G.C. Bramble," Buoy Tender, Class 180-C, is of special construction and cannot comply with the minimum requirement for horizontal separation of range lights in Rule 3(e), Great Lakes Rules (33 U.S.C. 252(e)), and is therefore exempted from this requirement. This law requires in part that for a vessel over 100 feet register length the horizontal separation between the forward masthead light and the after range light shall be more than 50 feet. In lieu thereof, this vessel shall carry the forward masthead light and after range light with a horizontal separation of 16 feet. Except as otherwise provided herein, the "U.S.C.G.C. Bramble" is in full compliance with the other applicable provisions of the Great Lakes Rules (33 U.S.C. 241-295). The amendments to 33 CFR 135.25(g) and 135.50(d) in this document continue this exemption in effect and reflect the change in area of operation for the "U.S.C.G.C. Bramble."

By virtue of the authority vested in me as Commandant, United States Coast Guard by Treasury Department Order 167-6 dated November 17, 1953 (18 F.R. 7571), to promulgate regulations in accordance with the statutes cited with the regulations below the following amendments are prescribed and shall become effective on the date of publication of this document in the FEDERAL REGISTER:

§ 135.25 International Rules; horizontal separation of range lights.

1. Section 135.25(g) is amended by deleting from the list of Buoy Tenders

the vessel "U.S.C.G.C. Bramble (WAGL-392)."

(Sec. 2, 65 Stat. 407; 33 U.S.C. 143a. Interpret or apply sec. 6, Rule 13(b), 65 Stat. 415; 33 U.S.C. 145k. Treasury Department Order 167-6, November 17, 1953, 18 F.R. 7571)

§ 135.50 Great Lakes Rules; horizontal separation of range lights.

2. Section 135.50(d) is amended by inserting in the list of Buoy Tenders after "U.S.C.G.C. Acacia (WAGL-406)" the vessel "U.S.C.G.C. Bramble (WAGL-392)."

(Sec. 1, 59 Stat. 590; U.S.C. 360. Treasury Department Order 167-6, November 17, 1953, 18 F.R. 7571)

Dated: September 24, 1963.

[SEAL] D. MCG. MORRISON,
Acting Commandant,
Vice Admiral, U.S. Coast Guard.

[F.R. Doc. 63-10414; Filed, Oct. 1, 1963; 8:46 a.m.]

Title 46—SHIPPING

Chapter I—Coast Guard, Department of the Treasury

SUBCHAPTER I—CARGO AND MISCELLANEOUS VESSELS

[CGFR 63-59]

PART 94—LIFESAVING EQUIPMENT

Subpart 94.43—Ring Life Buoys and Water Lights

INSPECTED BARGES; RING LIFE BUOY REQUIREMENTS

Pursuant to the notices of proposed rulemaking published in the FEDERAL REGISTER on February 2, 1963 (28 F.R. 1052-1058) and February 16, 1963 (28 F.R. 1510, 1511) and the Merchant Marine Council Public Hearing Agenda dated March 25, 1963 (CG-249), the Merchant Marine Council held a public hearing on March 25, 1963 for the purpose of receiving comments, views and data.

The proposals considered were identified as Items I to XI, inclusive. Item V regarding "vessel operations and inspection" contained a proposal entitled "unmanned barges; ring life buoy requirements." This proposal was to require 2 ring life buoys on all inspected barges, whether manned or unmanned, regardless of the route or waters navigated. This proposal was intended to clarify the application of existing requirements to inspected barges. Oral objections were made at the public hearing and 18 written objections were received, and the Council deferred action until after objections could be resolved. A further study was made concerning the proposal and it was found that the vast majority of the inspected, unmanned barges were not required to carry ring life buoys. Therefore, the proposal is adopted in part to require all manned inspected barges to carry 2 ring life buoys, and a specific exception added to 46 CFR 94.43-10(a) stating that unmanned barges are ex-

empt from carrying ring life buoys. This proposal, as revised, is approved and set forth in this document, which is the 11th of a series regarding the regulations considered at the March 25, 1963 Public Hearing and Annual Session of the Merchant Marine Council.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order 120 dated July 31, 1950 (15 F.R. 6521), 167-14 dated November 26, 1954 (19 F.R. 8026), CGFR 56-28 dated July 24, 1956 (21 F.R. 5659), and 167-38 dated October 26, 1959 (24 F.R. 8857), the following amendment to 46 CFR 94.43-10(a) (including Table 94.43-10(a)) is prescribed and shall become effective 90 days after date of publication of this document in the FEDERAL REGISTER; however, the regulations in this document may be complied with in lieu of existing requirements prior to that date:

§ 94.43-10 Number required.

(a) The minimum number of approved 30-inch ring life buoys and the minimum number of which shall have water lights attached, shall be in accordance with Table 94.43-10(a): *Provided*, That unmanned barges are exempt from this section.

TABLE 94.43-10(a)

Length of vessel in feet	Ocean ¹		All services other than ocean	
	Minimum number of ring life buoys	Minimum number of ring life buoys in column 2 which shall have water lights attached	Minimum number of ring life buoys	Minimum number of ring life buoys in column 4 which shall have water lights attached
Col. 1	Col. 2	Col. 3	Col. 4	Col. 5
Under 100.....	8	6	2	0
100 and under 200..	8	6	4	2
200 and under 300..	8	6	6	2
300 and under 400..	12	6	12	4
400 and under 600..	18	9	18	9
600 and under 800..	24	12	24	12
800 and over.....	30	15	30	15

¹ Manned barges shall be equipped with 1 ring life buoy at each end of the vessel.

(R.S. 4405, as amended, 4462, as amended; 46 U.S.C. 375, 416. Interpret or apply R.S. 4417, as amended, 4418, as amended, 4426, as amended, 4488, as amended, 4491, as amended, sec. 10, 35 Stat. 423, as amended, 41 Stat. 305, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 17, 54 Stat. 166, as amended, sec. 3, 68 Stat. 675; 46 U.S.C. 391, 392, 404, 481, 489, 395, 363, 367, 526p. 50 U.S.C. 198; E.O. 10402, 17 F.R. 9917, 3 CFR, 1952 Supp. Treasury Department Orders 120, July 31, 1950, 15 F.R. 6521; 167-14, November 26, 1954, 19 F.R. 8026; CGFR 56-28, July 24, 1956, 21 F.R. 5659; 167-38, October 26, 1959, 24 F.R. 8857)

Dated: September 24, 1963.

[SEAL] D. MCG. MORRISON,
Acting Commandant,
Vice Admiral, U.S. Coast Guard.

[F.R. Doc. 63-10413; Filed, Oct. 1, 1963; 8:46 a.m.]

SUBCHAPTER R—NAUTICAL SCHOOLS

[CGFR 63-57]

PART 166—DESIGNATION AND APPROVAL OF NAUTICAL SCHOOLSHIPS

Texas Maritime Academy; Approval of Schoolship

The Maritime Academy Act of 1958 (46 U.S.C. 1381-1388) sets forth the Federal policy regarding assistance and cooperation with the States and territories in the operation and maintenance of maritime academies. The Maritime Administration, Department of Commerce, notified the United States Coast Guard the Texas Maritime Academy is a Department of the Agricultural and Mechanical College of Texas and that a schoolship is in the process of being made available to this Academy. Pending the actual placement of a schoolship under the jurisdiction of the Texas Maritime Academy, the students of this Academy are to receive required sea training on a schoolship of the New York Maritime Academy or on schoolships of other State maritime training academies.

The provisions of section 672(a) in Title 46, U.S. Code provide that graduates of schoolships approved by and conducted under rules prescribed by the Commandant, United States Coast Guard, may be rated able seamen or qualified members of the engine department.

It has been made to appear that the schoolship operated by the State of Texas, namely, by the Texas Maritime Academy, a Department of the Agricultural and Mechanical College of Texas, has adopted a course of study for its students which complies with the rules prescribed by the Commandant, United States Coast Guard, and its system of instruction is adequate to equip the graduates of its Marine Transportation course for the rating of "able seaman" and the graduates of its Engineering course for the rating of "qualified member of the engine department," respectively.

The arrangement for required sea training on schoolships and the schoolships to be operated by the Texas Maritime Academy are hereby approved and its graduates, if meeting the other qualifications required by law and regulations promulgated thereunder, are entitled to the rating of "able seaman" or "qualified member of the engine department" and to be certified as such by the United States Coast Guard.

A graduate of the Texas Maritime Academy, if meeting the other qualifications of law and regulations promulgated thereunder, is also entitled to the rating of lifeboatman and to be certified as such by the United States Coast Guard.

This approval shall be in effect on and after August 28, 1963, and will continue in effect until it is modified, suspended, canceled or revoked by proper authority. The amendment to 46 CFR 166.01(b) adds the Texas Maritime Academy to the list of approved nautical schoolships. Because this amendment to 46 CFR

166.01(b) is an informative rule about official acts performed by the Commandant, United States Coast Guard, it is hereby found that compliance with the Administrative Procedure Act (respecting notice of proposed rulemaking, public rulemaking procedures thereon, and effective date requirements thereof) is unnecessary.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order 120 dated July 31, 1950 (15 F.R. 6521), and sections 672 and 689 in Title 46, U.S. Code, the following amendment to § 166.01(b) is prescribed:

§ 166.01 Approval of nautical schoolships.

(b) It has been made to appear to the satisfaction of the Commandant that the schoolships operated by the States in which they are located, namely, by the California Maritime Academy, Maine Maritime Academy, Massachusetts Maritime Academy, New York State Maritime College, and Texas Maritime Academy, and by the United States Merchant Marine Academy, the United States Naval Academy, and the United States Coast Guard Academy, have adopted a course of study for their students complying with the rules prescribed by the Commandant, and a system of instruction adequate to equip the deck and engineering students theoretically and physically in the rudiments of seamanship and navigation necessary to qualify the graduates for the rating of "able seaman" and in all the branches of marine engineering necessary to qualify the graduates for the rating of "qualified member of the engine department," respectively.

(Sec. 13, 38 Stat. 1169, as amended, sec. 7, 49 Stat. 1936, as amended; 46 U.S.C. 672, 689; Treasury Department Order 120, July 31, 1950, 15 F.R. 6521)

Dated: September 24, 1963.

[SEAL] D. McG. MORRISON,
Acting Commandant,
Vice Admiral, U.S. Coast Guard.

[F.R. Doc. 63-10415; Filed, Oct. 1, 1963; 8:46 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[FCC 63-858]

PART 0—COMMISSION ORGANIZATION

PART 1—PRACTICE AND PROCEDURE

Miscellaneous Amendments

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 25th day of September 1963;

The Commission having under consideration Parts 0 and 1 of its rules and regulations; and

It appearing, that § 0.241 should clearly reflect the authority of the Chief of the

Broadcast Bureau to dismiss applications at the request of the applicant, and his authority to act, with the concurrence of the General Counsel, upon matters arising under section 315 of the Communications Act; and

It further appearing, that § 0.284(b) should be amended to authorize Marine Supervisors at the Commission's marine offices to act on informal applications for temporary waiver of annual inspection of vessels, and that section 0.284 should be amended to reflect the recent change in the name of the Commission's field bureau; and

It further appearing, that § 1.13 governs the filing of pleadings in rule making proceedings and in the early stages of adjudicative proceedings (before the parties have been identified), and hence that the term "person" rather than the term "party" should be used in that section; and

It further appearing, that the date by which timely action on certain pleadings must be taken frequently passes before the time allowed for filing oppositions and replies has expired; that this situation should be corrected by authorizing ex parte action on such pleadings; and that §§ 1.13 and 1.46 should be amended in this respect; and

It further appearing, that service of motions opposing the taking of depositions upon the persons to be examined serves no important purpose, that such service can be burdensome when depositions are to be taken from large numbers of persons, and that this requirement should be deleted from § 1.123(b); and

It further appearing, in the case of an application for change in station location, that local notice of filing and of hearing should be published both in the community in which the station is located and in the community to which the station desires to move, and that §§ 1.359 and 1.362 should be clarified in this respect; and

It further appearing, that the above-described rule amendments require editorial amendment of § 1.19; and

It further appearing, that authority for adoption of the amendments herein is set forth in sections 4(i), 5(d), 303(r), 311, 315, and 362(b) of the Communications Act of 1934, as amended; and

It further appearing, that the amendments adopted herein pertain to Commission organization and procedure, and hence that the notice and effective date requirements of section 4 of the Administrative Procedure Act are inapplicable;

It is ordered, Effective October 2, 1963, That Parts 0 and 1 of the Commission's rules and regulations are amended as set forth below.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U.S.C. 303)

Released: September 26, 1963.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

1. That portion of § 0.241(d) preceding subparagraph (1) is amended; § 0.241(i) is amended; and § 0.241(w) is added, to read as follows:

§ 0.241 Matters delegated.

(d) Miscellaneous applications and requests:

(i) To dismiss applications without prejudice (1) as provided in § 1.312(a) and (b) of this chapter, or (2) where an application is not timely filed under the Commission's rules in order to receive comparative consideration with an application or applications with which it is mutually exclusive.

(w) With the concurrence of the General Counsel, to issue rulings and interpretations with respect to, and to act upon complaints arising under, section 315 of the Communications Act and §§ 3.120, 3.290, 3.590, or 3.657 of this chapter.

2. Section 0.284 is amended to read as follows:

§ 0.284 Authority delegated to Radio Engineers at suboffices, Marine Supervisors at marine offices, and to engineers engaged in ship inspection duties at radio district offices.

(a) The Radio Engineer at each sub-office of a district headquarters office of the Field Engineering Bureau is delegated authority to act upon all matters contained in § 0.281, except paragraph (b).

(b) The Marine Supervisor at each marine office of the Field Engineering Bureau is delegated authority to act upon matters set forth in § 0.281 (a), (d), (e), (g), (j), (k), and (o).

(c) Engineers engaged in ship inspection duties at radio district offices of the Field Engineering Bureau are delegated authority to act upon matters set forth in § 0.281 (e), (j), and (l).

3. Section 1.13 (a) and (b) is amended, and § 1.13(e) is added, preceding the note, to read as follows:

§ 1.13 Pleadings; filing periods.

(a) *Oppositions.* Oppositions to any motion, petition, or request may be filed within 10 days after the original pleading is filed.

(b) *Replies.* The person who filed the original pleading may reply to oppositions within 5 days after the time for filing oppositions has expired. The reply shall be limited to matters raised in the oppositions, and the response to all such matters shall be set forth in a single pleading; separate replies to individual oppositions shall not be filed.

(e) *Ex parte disposition of certain pleadings.* As a matter of discretion, the Commission may rule ex parte upon requests for continuances and extensions of time, requests for permission to file pleadings in excess of the length prescribed in this chapter, and requests for temporary relief, without waiting for the filing of oppositions or replies.

4. Sections 1.19, 1.46(a) and 1.123(b) are amended to read as follows:

§ 1.19 Requests for stay.

General rules relating to requests for stay of any order or decision are set forth

in §§ 1.11, 1.12(e), 1.13 (d) and (e), and 1.46(a). See also §§ 1.82, 1.84(n), and 1.85(h).

§ 1.46 Rulings; time for action.

(a) Unless it is found that irreparable injury would thereby be caused one of the parties, or that the public interest requires otherwise, or unless all parties have consented to the contrary, the Review Board, Chief Hearing Examiner, or presiding officer shall withhold consideration of any motion, petition, or other pleading until the time for filing oppositions (and replies, if replies are allowed) has expired. As a matter of discretion, however, the Review Board, Chief Hearing Examiner, or presiding officer may rule ex parte upon requests for continuances and extension of time, requests for permission to file pleadings in excess of the length prescribed in this chapter, and requests for temporary relief, without waiting for the filing of oppositions or replies.

§ 1.123 Deposition orders.

(b) Motions opposing the taking of depositions shall be served on all parties to the proceeding. No further pleadings may be filed unless specifically requested or authorized by the presiding officer. The presiding officer may in his discretion direct the parties or their attorneys to appear at a specified time and place for a conference to consider matters raised by the notice or the opposition.

5. The period at the end of § 1.359(c) is changed to a colon, and a new proviso is added to read as follows:

§ 1.359 Pre-grant procedures.

And provided further, That in the case of an application for change in the location of a station, the notice shall be published both in the community in which the station is located and in the community in which the station is proposed to be located.

6. The period at the end of § 1.362(b) is changed to a colon, and a new proviso is added to read as follows:

§ 1.362 Designation for hearing; local notice; conditional grant.

And provided further, That in the case of an application for change in the location of a station, the notice shall be published both in the community in which the station is located and in the community in which the station is proposed to be located.

[F.R. Doc. 63-10447; Filed, Oct. 1, 1963; 8:48 a.m.]

[FCC 63-853]

PART 64—MISCELLANEOUS RULES RELATING TO COMMON CARRIERS

Domestic Telegraph Speed of Service Studies

At a session of the Federal Communications Commission held at its offices in

Washington, D.C., on the 25th day of September 1963;

The Commission having under consideration letters dated May 20 and June 5, 1963, from The Western Union Telegraph Company, submitting the biennial traffic load study required by § 64.221(c) of the Commission's rules and regulations, which was adopted for the purpose of determining such revision by the Commission, as may be warranted, in the list of 75 cities at which speed of telegraph service studies are required to be made by Part 64 of the Commission's rules;

It appearing, that the cities presently specified in § 64.221(a) of the Commission's rules and regulations were last revised, effective September 1, 1961, and were selected on the basis of the 75 cities in the Western Union system handling the largest volume of terminating messages;

It further appearing, that according to traffic data submitted by Western Union, on the basis of the average weekly received trunk load for the year ending April 27, 1963, Columbia, South Carolina, Jackson, Mississippi, Las Vegas, Nevada, Palo Alto, California, and Passaic, New Jersey, non-F.C.C. reporting cities, currently handle a larger volume of terminating messages than Austin, Texas, Bridgeport, Connecticut, Ft. Wayne, Indiana, Little Rock, Arkansas, and Spokane, Washington, F.C.C. reporting cities;

It further appearing, that revision of the list of cities on the basis of the traffic data submitted by the telegraph company would reflect the 75 cities handling the largest volume of terminating traffic;

It further appearing, that Western Union is the only person subject to the amended rule adopted herein; that Western Union has agreed to such amended rule and the effective date thereof; and hence, that compliance with the public notice, procedural and effective date requirements of section 4 of the Administrative Procedure Act is unnecessary:

It is ordered, That pursuant to sections 4(i), 201(b) and 218 of the Communications Act of 1934, as amended, § 64.221 (a) of Subpart B of Part 64 is amended, effective January 1, 1964, in the following respects:

§ 64.221 [Amendment]

Section 64.221(a) is amended by deleting Austin, Tex.; Bridgeport, Conn.; Fort Wayne, Ind.; Little Rock, Ark.; and Spokane, Wash.; from the list of cities specified therein and inserting in said list in alphabetical order Columbia, S.C.; Jackson, Miss.; Las Vegas, Nev.; Palo Alto, Calif.; and Passaic, N.J.

(Secs. 4, 201, 218, 48 Stat. 1066, 1070, 1077; 47 U.S.C. 154, 201, 218)

Released: September 26, 1963.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 63-10448; Filed, Oct. 1, 1963; 8:48 a.m.]

Proposed Rule Making

FEDERAL AVIATION AGENCY

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-EA-52]

CONTROL ZONE, TRANSITION AREA AND CONTROL AREA EXTENSION

Proposed Alteration, Designation and Revocation

Notice is hereby given that the Federal Aviation Agency (FAA) is considering amendments to Part 71 [New] of the Federal Aviation Regulations, the substance of which is stated below.

The following controlled airspace is presently designated in the Findlay, Ohio, terminal area:

1. The Findlay control zone is presently designated within a 5-mile radius of Findlay Airport; within 2 miles either side of the 178° bearing from the Findlay RBN extending from the 5-mile radius zone to 10 miles south of the RBN; and within 2 miles either side of the 229° bearing from the Findlay RBN extending from the 5-mile radius zone to 12 miles southwest of the Findlay VOR.

2. The Findlay control area extension is presently designated within a 15-mile radius of the Findlay VOR.

3. A portion of the Mansfield, Ohio, control area extension southeast of Findlay, bounded on the west by Victor 47 and on the north by Victor 8.

The FAA, having completed a comprehensive review of the terminal airspace structure requirements in the Findlay area, including studies attendant to the implementation of the provisions of CAR Amendments 60-21/60-29, has under consideration the following airspace actions:

1. Alter the Findlay control zone by redesignating it as that airspace within a 5-mile radius of the Findlay Airport (latitude 41°00'55" N., longitude 83°40'15" W.); within 2 miles each side of the Findlay VOR 046° True radial, extending from the 5-mile radius zone to the VOR; and within 2 miles each side of the 178° True bearing from the Findlay RBN, extending from the 5-mile radius zone to 8 miles south of the RBN; excluding the portion within a one-mile radius of the Lutz Airport (latitude 40°57'40" N., longitude 83°35'45" W.).

2. Revoke the Findlay control area extension and designate the Findlay transition area as that airspace extending upward from 700 feet above the surface within a 6-mile radius of the Findlay Airport; within 5 miles west and 8 miles east of the 178° True bearing from the Findlay RBN, extending from the RBN to 12 miles south of the RBN; and within 2 miles each side of the Findlay VOR 226° True radial extending from the 6-mile radius area to 8 miles southwest of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 40°51'00" N., longitude 84°00'00"

W.; to latitude 41°18'00" N., longitude 84°07'00" W.; to latitude 41°11'00" N., longitude 83°19'00" W.; to latitude 40°50'00" N., longitude 83°30'00" W.; to the point of beginning.

The actions proposed herein would, in part, reduce the over-all size of the presently designated control zone at Findlay by abbreviating the extent of the control zone extensions located south and southwest of the Findlay Airport. The remaining portion of the control zone would provide protection for aircraft executing prescribed instrument approach and departure procedures. Exclusion of the airspace within a one-mile radius of the Lutz Airport, located approximately 5 miles southeast of the Findlay Airport, would permit flight to be conducted in the Lutz Airport traffic pattern outside of the control zone since this activity does not adversely effect instrument flight operations within the control zone.

The proposed designation of the Findlay transition area would raise the floor of controlled airspace beyond a 6-mile radius area, with extensions, around the Findlay Airport, from 700 to 1,200 feet above the surface. The portions of controlled airspace released by this action would become available for other aeronautical purposes. The portion retained would provide protection for aircraft executing prescribed holding, arrival and departure procedures within the Findlay area.

No revisions to the prescribed instrument approach procedures are anticipated as a result of the actions proposed herein. Slight adjustment of minimum en route altitude on several short airway segments is expected. The revocation of the Mansfield control area extension, which coincides, in part, with the transition area proposed herein, will be processed at a later date as a part of the CAR Amendment 60-21/60-29 implementation program proposed for the Mansfield area.

The floors of the airways which traverse the transition area proposed herein and the floor of the portion of the Mansfield control area extension which coincides with the proposed transition area would automatically assume floors coincident with the floors of the transition area.

Specific details of any changes to procedures and minimum instrument flight rule altitudes that would be required may be examined by contacting the Chief, Airspace Utilization Branch, Air Traffic Division, Eastern Region, New York International Airport, Federal Building, Jamaica, N.Y., 11430.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Eastern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, New York International

Airport, Jamaica, N.Y., 11430. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington, D.C., 20553. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room A-103 1711 New York Avenue NW., Washington, D.C., 20553. An informal docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on September 25, 1963.

H. B. HELSTROM,
Acting Chief,

Airspace Utilization Division.

[F.R. Doc. 63-10389; Filed, Oct. 1, 1963;
8:45 a.m.]

[14 CFR Part 75 [New]]

[Airspace Docket No. 63-CE-97]

JET ROUTES AND JET ADVISORY AREAS

Proposed Alteration

Notice is hereby given that the Federal Aviation Agency (FAA) is considering amendments to Part 75 [New] of the Federal Aviation Regulations, the substance of which is stated below.

Jet Route No. 26 presently extends in part from the Joliet, Ill., VORTAC to the Appleton, Ohio, VORTAC. The FAA proposes to revoke this segment of J-26 as the route between Joliet and Appleton is serviced by Jet Route No. 30 and dual designation is not required.

Jet Route No. 30 presently extends in part from the Joliet VORTAC to the Appleton VORTAC. The FAA proposes to realign this segment of J-30 from the Joliet VORTAC via the intersection of the Joliet VORTAC 108° and the Fort Wayne, Ind., VORTAC 279° True radials; the Fort Wayne VORTAC; to the Appleton VORTAC; and extend J-30 from the Appleton VORTAC to the Front Royal, Va., VOR, replacing Jet Route No. 71 between those points. Such action would result in single route capability between Joliet and Front Royal.

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 16]

[FCC 63-863; Docket No. 15175 (RM-431)]

MOTOR CARRIER RADIO SERVICE

Notice of Proposed Rule Making

Jet Route No. 64 presently extends in part from the Bradford, Ill., VOR via the Joliet VORTAC; the Cleveland, Ohio, VORTAC; the Pittsburgh, Pa., VORTAC; the Yardley, Pa., VOR; to the Idlewild, N.Y., VORTAC. The FAA proposes to realign this segment of J-64 from the Bradford VOR via the intersection of the Bradford VOR 089° and the Fort Wayne VORTAC 279° True radials; the Fort Wayne VORTAC; the Ellwood City, Pa., VORTAC; the Yardley VOR; to the Idlewild VORTAC. Such action would provide an additional route south of and parallel to Jet Route No. 60 between Chicago, Ill., and New York, N.Y.

Jet Route No. 80 presently extends in part from the Pittsburgh VORTAC via the Philipsburg, Pa., VORTAC; the Allentown, Pa., VORTAC; to the Idlewild VORTAC. The FAA proposes to realign this segment of J-80 from the Pittsburgh VORTAC via the Coyle, N.J., VORTAC to the Idlewild VORTAC. Such action would result in increased traffic handling capability between Pittsburgh and New York.

Additionally, as jet advisory areas do not include the airspace within positive control areas the FAA proposes to revoke the jet advisory areas associated with any segment of Jet Routes Nos. 26, 30, 64 and 80 which lies within positive control area.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington, D.C., 20553. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room A-103, 1711 New York Avenue NW., Washington, D.C., 20553. An informal docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on September 26, 1963.

H. B. HELSTROM,
Acting Chief,
Airspace Utilization Division.

[F.R. Doc. 63-10390; Filed, Oct. 1, 1963;
8:45 a.m.]

suitable frequency assignments elsewhere. Thus, three categories of licensees evolve as a result of our November 1st "cut off" date; they are as follows:

(a) Licensees who operate single frequency systems on any of the five "mobile only" frequencies noted above in paragraph 4.

(b) Licensees who operate two-frequency systems on frequency pairs not in accordance with the pairing plan noted in § 16.252(d).

(c) Licensees who operate two-frequency systems in accordance with the pairing plan noted in § 16.252(d).

5. Under the terms of our proposal herein, those licensees in category (a) above, could continue to operate their single frequency systems on any of the five frequencies enumerated above in paragraph 3; and new assignments could also be made on these frequencies. Licensees in category (b) above, would not be allowed to continue to operate in derogation of our pairing plan in § 16.252(d). These licensees would have the option of converting to a single frequency system, or, if they prefer to continue their dual frequency operations, they would have to convert to a frequency pair enumerated in § 16.252(d). Those licensees in category (c), that is, those who operate dual frequency systems in accordance with the pairing noted in our rules, could continue to so operate.

6. The time element involved in this proceeding, particularly the imminence of the November 1st, 1963, "cut-off" or conversion date, poses some problem to an adequate and timely consideration of our proposals herein. In view of this, compliance with the November 1st date specified in our rules will be waived until such time as this proceeding has been concluded. We would note, however, that with reference to those licensees who are presently operating on frequency pairs not in accordance with § 16.252(d) of our rules, that their eventual compliance with the frequency pairing noted in that section is still required. This assumes, of course, that these licensees prefer to continue to operate on a dual, rather than a single frequency basis. Hence, insofar as these nonconforming licensees are concerned, the effect of our waiver is simply to afford them additional time within which to convert to a frequency pair specified in § 16.252(d).

7. There remains to be considered so much of the ATA's Petition as requests that those dual frequency licensees who are presently operating on frequencies that conform to our pairing scheme, or will be so operating by November 1st, or the date upon which this proceeding concludes, be "grandfathered" for an indefinite period of time. In substance, this request means that in any area where a conforming dual frequency licensee is operating, the mobile frequency of this licensee's frequency pair would not be available for assignment to any single frequency system. To allow this privilege, and incorporate it into our rules, would virtually perpetuate the present frequency assignments of conforming dual frequency licensees on practically interference-free channels.

1. Notice is hereby given of proposed rule making in the above-entitled matter. This proceeding is being instituted in response to a "Petition for Amendment of Rules," filed by the American Trucking Associations, Inc. (sometimes hereinafter referred to as the ATA) on March 29, 1963 (RM-431).

2. Several years ago, the ATA petitioned for an amendment of our rules governing the Motor Carrier Radio Service whereby the two-frequency (sometimes erroneously referred to as the "duplex") method of radio operation might be allowed in that Service on a regular basis on certain frequencies. Following a rule making proceeding conducted in 1959 and 1960, in Docket No. 12738, the two-frequency method of operation was recognized, and five pairs of frequencies were set aside for such operation by the truckers. Half of these frequencies became available for assignment to Base and Mobile stations, while the other five channels were designated for "Mobile only" operations in conjunction with a companion or parallel Base Station frequency.

3. Since 1960, when our frequency pairing scheme became effective, at § 16.252(d) of the Motor Carrier Radio Service rules, the ATA, in its role as the frequency coordinating functionary for the trucking industry, has noted little acceptance on the part of the industry for the two-frequency method of operation. By reason of this lack of acceptance, five very valuable frequencies, specifically 43.86, 43.88, 43.90, 43.92, and 43.94, all megacycles, are, and will be, little used, in the Motor Carrier Radio Service. These five frequencies are the frequencies that were designated for "Mobile only" operations. The ATA, recognizing a lack of efficient frequency utilization, has petitioned us to amend our rules whereby the above noted five frequencies may be put to better use. Better use consists essentially of making the subject frequencies available for both Base and Mobile stations assignments. This, we are proposing.

4. The frequency pairing plan incorporated into our Rules in February 1960, as an outcome of the Rule Making proceeding in Docket No. 12738, specified that any licensee who had been authorized prior to February 1, 1960, to operate on any of the frequencies involved in the pairing plan, would be allowed to continue to operate until November 1st, 1963. Subsequent to that date, (1) all dual frequency systems would be required to conform to the pairing scheme in § 16.252(d), and (2) all single frequency systems operating on any of the five "mobile only" frequencies contained in the pairing scheme, would be required to vacate their frequency assignments and seek

We find no sufficient justification for the allowance of any "grandfather" rights, and consequently none are proposed. At the same time, however, we would point out that a certain measure of protection may be afforded conforming dual frequency systems by the trucking industry's own coordinating committees, through the simple expedient of not recommending the mobile frequency of a two frequency system for assignment to some other licensee in a given area until such time as it becomes absolutely necessary to do so. And in this context, we are affording a greater degree of frequency recommendation flexibility and certainty to the coordinating committees by proposing that the five subject frequencies be made available, and, in terms of certainty, that all persons who desire to operate on a two frequency basis do so on the frequency pairs designated in the rules. Thus, the industry's coordinating committees will be armed with the knowledge that all two frequency systems, regardless of their locations, are operating on a pair of frequencies that are specified in the rules, and new single frequency system recommendations can therefore be made with certainty and efficiency.

8. The proposed amendment is set forth below, and is issued under authority contained in sections 4(i) and 303 of the Communications Act of 1934, as amended.

9. Pursuant to the applicable procedures set forth in § 1.213 of the Commission's rules, interested persons may file comments on or before November 4, 1963, and reply comments on or before November 22, 1963. All relevant and timely comments and reply comments will be considered by the Commission

before final action is taken in this proceeding. In reaching its decision in this proceeding, the Commission may also take into account other relevant information before it, in addition to the specific comments invited by this notice.

10. In accordance with the provisions set forth in § 1.54 of the Commission's rules and regulations, an original and 14 copies of all statements, briefs, or comments shall be furnished the Commission.

Adopted: September 25, 1963.

Released: September 26, 1963.

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

In Part 16, Land Transportation Radio Services, § 16.252 of the Motor Carrier Radio Service rules is revised by amending paragraph (d) to read as follows; and by deleting paragraph (h):

§ 16.252 Frequencies available for base and mobile stations.

* * * * *

(d) The frequencies and frequency pairs set forth in the tables contained in this paragraph are available to the Motor Carrier Radio Service for assignment to Base and Mobile stations of common or contract carriers of property operating between urban areas: *Provided*, That each application for assignment of any of these frequencies shall be accompanied by a statement signed by the applicant in which it is agreed (1) that any authorization for the use of such frequencies will be accepted with the express understanding of the appli-

cant that such frequencies are shared with other licensees and may be subject to interference, both local and long range, and (2) that no more than the minimum power or antenna height required for the satisfactory technical operation of the system will be employed, commensurate with the area to be served and the local conditions affecting radio transmission and reception. However, only one of these frequencies or frequency pairs may be assigned to the stations of a licensee operated in a given area except upon a showing satisfactory to the Commission that the assignment of an additional frequency or frequency pair is essential to the operation of the transportation system involved.

SINGLE FREQUENCIES

BASE AND MOBILE

Mc	Mc	Mc	
43.86	44.02	44.18	44.34
43.88 ¹	44.04 ¹	44.20 ¹	44.36 ¹
43.90	44.06	44.22	44.38
43.92 ¹	44.08 ¹	44.24 ¹	44.40 ¹
43.94	44.10	44.26	44.42
43.96 ¹	44.12 ¹	44.28 ¹	44.44 ¹
43.98	44.14	44.30	
44.00 ¹	44.16 ¹	44.32 ¹	

FREQUENCY PAIRS²

Base only	Mobile only
Mc	Mc
44.36 ¹	43.86
44.38	43.88 ¹
44.40 ¹	43.92
44.42	43.90 ¹
44.44 ¹	43.94

¹ Secondary frequency, see § 16.8.

² These frequency pairs are available to base and mobile stations for the two frequency method of operation.

Notices

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[Sacramento 076627]

CALIFORNIA

Notice of Proposed Withdrawal and Reservation of Lands

SEPTEMBER 23, 1963.

The United States Department of Agriculture has filed an application Serial Number Sacramento 076627 for the withdrawal of the following described lands hereinafter, from prospecting, location, entry, and purchase under the mining laws, subject to valid claims. The applicant desires the land for use by the Forest Service to reserve the Whites Bar Picnic Area as a picnic site, the Elk Creek Administrative Site, and the Gottville Administrative Site.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, Room 4201, U.S. Courthouse and Federal Building, 650 Capitol Mall, Sacramento, California, 95814.

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:

HUMBOLDT MERIDIAN

SHASTA-TRINITY NATIONAL FOREST

Trinity County

Whites Bar Picnic Area

T. 4 N., R. 8 E.,
Sec. 4, E $\frac{1}{2}$, Lot 2.

HUMBOLDT MERIDIAN

KLAMATH NATIONAL FOREST

Siskiyou County

Elk Creek Administrative Site

T. 15 N., R. 8 E.,
Sec. 32, H.E.S. No. 293;
Sec. 33, H.E.S. No. 293.

MOUNT DIABLO MERIDIAN

KLAMATH NATIONAL FOREST

Siskiyou County

Gottville Administrative Site

T. 46 N., R. 7 W.,
Sec. 8, S $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$.

The afore-described areas aggregate approximately 72.42 acres of Federal land.

WALTER E. BECK,
Manager, Land Office.

[F.R. Doc. 63-10402; Filed, Oct. 1, 1963;
8:45 a.m.]

10584

[NM 0450823]

NEW MEXICO

Notice of Proposed Withdrawal and Reservation of Lands

SEPTEMBER 24, 1963.

The Forest Service, U.S. Dept. of Agriculture has filed an application, Serial Number NM 0450823 for the withdrawal of the lands described below, subject to valid existing rights, from prospecting, location, entry and purchase under the United States mining laws. The applicant desires the land for picnic grounds, observation and ski sites.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, P.O. Box 1251, Santa Fe, New Mexico.

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:

NEW MEXICO PRINCIPAL MERIDIAN, NEW MEXICO

CIBOLA NATIONAL FOREST

Dry Camp Picnic Ground

T. 11 N., R. 5 E. (unsurveyed),
Sec. 3, S $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 4, S $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 9, N $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 10, N $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$.

Balsam Glade Picnic Ground

T. 11 N., R. 5 E. (unsurveyed),
Sec. 4, SE $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$.

Sandia Crest Observation Recreation Site

T. 11 N., R. 5 E. (unsurveyed),
Sec. 6, NW $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$.

Kiwanis Point Picnic Ground

T. 11 N., R. 5 E. (unsurveyed),
Sec. 6, W $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$, N $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$.

Tree Spring Picnic Ground

T. 11 N., R. 5 E. (unsurveyed),
Sec. 9, SE $\frac{1}{4}$ NE $\frac{1}{4}$.

Capulin Spring Picnic Ground

T. 11 N., R. 5 E. (unsurveyed),
Sec. 4, NE $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$.
T. 12 N., R. 5 E.,
Sec. 33, SE $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$.

Sandia Man Cave Recreation Site

T. 12 N., R. 5 E.,
Sec. 22, E $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$, E $\frac{1}{2}$ E $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$.

La Madera Winter Sports Area

T. 11 N., R. 5 E. (unsurveyed),
Sec. 4, SW $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$, W $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 5, S $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 6, SE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 8, NW $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$.

The areas described aggregate 882.5 acres.

CHESLEY P. SEELY,
State Director.

[F.R. Doc. 63-10416; Filed, Oct. 1, 1963;
8:46 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

BAR "S" RANCH AUCTION ET AL.

Deposting of Stockyards

It has been ascertained, and notice is hereby given, that the livestock markets named herein, originally posted on the respective dates specified below as being subject to the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 181 et seq.), no longer come within the definition of a stockyard under said Act and are, therefore, no longer subject to the provisions of the Act.

Name, location of stockyard, and date of posting

Bar "S" Ranch Auction, Fillmore, Calif., Apr. 29, 1960.
Pocatello Livestock Exchange, Pocatello, Idaho, Nov. 16, 1955.
St. Ansgar Sales Pavilion, St. Ansgar, Iowa, June 1, 1959.
Fremont Livestock Sales, Fremont, Mich., May 4, 1959.
Marshfield Sales Barn, Marshfield, Mo., May 11, 1959.

Notice or other public procedure has not preceded promulgation of the foregoing rule since it is found that the giving of such notice would prevent the due and timely administration of the Packers and Stockyards Act and would, therefore, be impracticable and contrary to the public interest. There is no legal warrant or justification for not deposting promptly a stockyard which is no longer within the definition of that term contained in the Act.

The foregoing is in the nature of a rule granting an exemption or relieving a restriction and, therefore, may be made effective in less than 30 days after publication in the FEDERAL REGISTER. This notice shall become effective upon publication in the FEDERAL REGISTER.

(42 Stat. 159, as amended and supplemented;
7 U.S.C. 181 et seq.)

Done at Washington, D.C., this 23d day of September 1963.

H. L. JONES,
Chief, Rates and Registrations
Branch, Packers and Stock-
yards Division, Agricultural
Marketing Service.

[F.R. Doc. 63-10410; Filed, Oct. 1, 1963;
8:46 a.m.]

Office of the Secretary ARKANSAS

Designation of Areas for Emergency Loans

For the purpose of making emergency loans pursuant to section 321 of the Consolidated Farmers Home Administration Act of 1961 (7 U.S.C. 1961), it has been determined that in the hereinafter-named counties in the State of Arkansas natural disasters have caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

ARKANSAS

Independence. Sharp.
Lawrence.

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after June 30, 1964, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 26th day of September 1963.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 63-10411; Filed, Oct. 1, 1963;
8:46 a.m.]

DEPARTMENT OF HEALTH, EDU- CATION, AND WELFARE

Food and Drug Administration

STERWIN CHEMICALS INC., SUBSID-
IARY OF STERLING DRUG INC.

Notice of Filing of Petition Regarding
Food Additive Racephenidol (dl-
Threo-2-Dichloroacetimido-1-
(Methylsulfonylphenyl)-1,3-Propanediol)

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b) (5), 72 Stat. 1786; 21 U.S.C. 348 (b) (5)), notice is given that a petition (FAP 1201) has been filed by Sterwin Chemicals Inc., Subsidiary of Sterling Drug Inc., 1450 Broadway, New York 18, New York, proposing the issuance of a regulation to provide for the safe use of racephenidol (dl-threo-2-dichloroacetimido-1-(methylsulfonylphenyl)-1,3-propanediol) as follows:

No. 192-4

Quantity	Limitations	Indications for use—
Grams per ton		
a. In feed:		
1. 6.25-----	For growing chickens and turkeys; not for laying birds; withdraw 48 hours prior to slaughter.	Growth promotion and feed efficiency.
2. 50-----	do-----	During periods of stress, growth promotion and feed efficiency.
3. 100-----	For chickens and turkeys; administer for 10 days; not for laying birds where eggs are used for food; withdraw 48 hours prior to slaughter.	Control of fowl cholera.
4. 100-200-----	For chickens and turkeys; administer 200 grams per ton for 5 days followed by 100 grams per ton for 5 days; not for laying birds where eggs are used for food; withdraw 48 hours prior to slaughter.	Treatment of fowl cholera.
Milligrams per cubic centimeter		
b. For injection: 200-----	For chickens and turkeys; inject 1/2-1.0 cc. per bird subcutaneously at the base of the neck according to the severity of infection; not for laying birds where eggs are used for food; do not slaughter within 72 hours of last treatment.	Do.

Dated: September 25, 1963.

J. K. KIRK,
Assistant Commissioner,
of Food and Drugs.

[F.R. Doc. 63-10408; Filed, Oct. 1, 1963;
8:45 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 27-17]

DEPARTMENT OF HEALTH, EDU- CATION AND WELFARE; NATIONAL INSTITUTES OF HEALTH

Notice of Issuance of an Amendment to Byproduct Material License

Please take notice that the Atomic Energy Commission has issued Amendment No. 2 to License No. 19-296-11 held by the Department of Health, Education and Welfare, National Institutes of Health, Bethesda, Maryland, which provides for renewal of the license for a period of two years.

The license provides for the receipt, possession and packaging for sea disposal of 50 curies of byproduct material at the licensee's facility in Bethesda,

Maryland. The license further provides that the waste byproduct material shall be disposed of by burial at sea in the Atlantic Ocean within a 5-mile radius of a point designated as latitude 36°56' N. and longitude 74°23' W. at a minimum depth of 1,000 fathoms.

The license amendment provides only for the continuation of activities previously authorized and does not involve consideration of safety factors different from those previously evaluated. The Commission has determined pursuant to the provisions of 10 CFR Parts 2 and 30 that the issuance of the amendment is consistent with applicable provisions of law, regulations and orders issued by the Commission.

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

The text of the license is attached to this notice, except for "Appendix A" which is available for public inspection in the Commission's Public Document Room.

Dated at Bethesda, Md., September 24, 1963.

For the Atomic Energy Commission.

EBER R. PRICE,
Assistant Director,
Division of Licensing and Regulation.

[License No. 19-296-11; Amdt. No. 2]

In accordance with application dated April 30, 1963, and amendment thereto dated June 24, 1963, License No. 19-296-11 is amended in its entirety to read as follows:

Pursuant to the Atomic Energy Act of 1954, as amended, and 10 CFR 30, "Licensing of Byproduct Material", and in reliance upon the statements and representations contained in the application, The Department of Health, Education, and Welfare, National Institutes of Health, Bethesda, Maryland, is hereby authorized to receive, possess, package and dispose of byproduct material.

This license shall be deemed to contain the conditions specified in section 183 of the Atomic Energy Act of 1954, as amended, and is subject to the provisions of 10 CFR Part 20, "Standards for Protection Against Radiation", all other applicable rules, regulations, orders of the Atomic Energy Commission now or hereafter in effect, and to the following conditions:

1. The licensee shall not possess more than 50 curies of byproduct material at any one time.

2. Byproduct material shall be received, packaged, and disposed of by, or under the direct supervision of, individuals designated by the licensee's Radiation Committee pursuant to the terms and conditions governing the composition and functions of the Radiation Committee as described in the application.

3. The licensee shall receive, possess, package, and dispose of byproduct material in accordance with application dated February 12, 1959, including documents incorporated by reference, and amendment thereto dated March 10, 1959; application dated March 7, 1961; and application dated April 30, 1963 and amendment thereto dated June 24, 1963.

4. A copy of "Policies and Procedures for Radioisotope Areas" as described in the licensee's application shall be supplied to each employee of the licensee involved in the receipt, packaging and disposal of byproduct material.

5. The transportation of AEC-licensed material to and from the location designated in Condition 6 shall be subject to the applicable regulations of the Interstate Commerce Commission, United States Coast Guard and other agencies of the United States having appropriate jurisdiction, and where such regulations are not applicable shall be in accordance with the following requirements except as specifically provided by the Atomic Energy Commission:

A. Outside Shipping Containers.

(1) The containers shall meet the specifications for sea disposal containers as approved herein or any one of the following specifications described in Appendix A attached hereto:

a. 15A, 15B, 12B, 6A, 6B, 6C, 17C, 17H, 19A or 19B for the containment of radioactive activity in amounts not in excess of 2.7 curies; except polonium, 2 curies; or

b. Specification 55 for containment of solid cobalt 60, cesium 137, iridium 192, or gold 198 in amounts not in excess of 300 curies.

(2) There shall be no radioactive contamination on any exterior surface of the container in excess of 500 d/m/100 sq. cm. alpha and 0.1 mrep/hr beta-gamma radiation.

(3) The smallest dimension of the container shall not be less than 4 inches.

(4) The radiation level of any accessible surface of the container shall not exceed 200 mrem/hr.

(5) At one meter from any point on the radioactive source the radiation level shall not exceed 10 mrem/hr.

(6) Containers which contain radioactive material emitting only alpha and/or beta radiation shall contain sufficient shielding to prevent the escape of primary corpuscular radiation to the exterior surface of the container and to reduce the secondary radiation at the surface of the container so that it does not exceed 10 mrem/24 hours at any time during transportation.

B. Inside containers.

(1) Solid and gaseous radioactive materials shall be packed in suitable inside containers designed to prevent rupture and leakage under conditions incident to transportation.

(2) Liquid radioactive materials must be packed in sealed glass, earthenware, or other suitable containers. The container must be surrounded on all sides by an absorbent material sufficient to absorb the entire liquid contents and be of such nature that its efficiency will not be impaired by chemical reactions with the contents. Where shielding is required the absorbent material must be placed within the shield. If the inside container meets the Specification 2R in Appendix A the absorbent material is not required.

(3) Materials containing radioisotopes of plutonium, americium, polonium, or curium, or the isotope strontium 90, in quantities in excess of 100 microcuries, must be packed in containers which meet Specification 2R in Appendix A.

(4) Inside containers are not required for sea disposal containers as approved herein except where specified in the application.

C. Shielding.

Inside containers must be completely surrounded with sufficient shielding to meet the requirements of subparagraphs A(4), A(5) and A(6) of this condition. The shield

must be so designed that it will not open or break under normal conditions incident to transportation.

D. Labeling.

Each outside container label required under § 20.203(f) of 10 CFR Part 20 shall bear the following information:

(1) Total activity in millicuries, or in the case of source and special nuclear material, the total weight;

(2) principal radioisotope;

(3) radiation level at the surface of the container and at one meter from the source; and

(4) the name and address of the licensee.

E. Each vehicle in which licensed material is transported shall be marked or placarded on each side and the rear with the lettering at least 3 inches high as follows: "Dangerous—Radioactive Material".

F. Accidents.

In the event of an accident involving any vehicle transporting licensed material, immediate steps shall be taken to prevent radiation exposure of persons and to control contamination.

G. Exemptions.

Specific approval must be obtained from the Atomic Energy Commission for modification of, or exemption from, the requirements of the license condition. Requests for such approval should be directed to the Chief, Isotopes Branch, Division of Licensing and Regulation, Atomic Energy Commission, and should contain sufficient information to support such a request.

6. The licensee shall store and package byproduct material for sea disposal only at the National Institutes of Health, Building 21, Bethesda 14, Maryland, as described in the licensee's application.

7. The licensee shall dispose of byproduct material in the Atlantic Ocean within a 5 mile radius circle the center of which is a point designated as parallel of latitude 36°56' N. and meridian of longitude 74°23' W. at a minimum depth of 1,000 fathoms.

8. The licensee shall notify the Chief, Isotopes Branch, Division of Licensing and Regulation, Atomic Energy Commission, Washington 25, D.C., and the Director, Region II, Division of Compliance, Atomic Energy Commission, 50 Seventh Street NE., Atlanta 23, Georgia, at least ten (10) days prior to each disposal at sea, by letter deposited in the United States mail properly stamped and addressed, of the proposed date for disposal, the total number of containers, the total activity of byproduct material in millicuries. Information regarding the actual date of disposal and the disposal location in latitude and longitude shall be supplied to the persons indicated above thirty (30) days after the date of disposal.

9. In addition to the record keeping requirements of 10 CFR Parts 20 and 30 the licensee shall maintain records of the following items of information regarding each container of waste packaged for sea disposal:

(1) Total amount of byproduct material in millicuries.

(2) Radiation level at the surface of the container and at 1 meter.

(3) Level of removable radioactive contamination on the container surface.

(4) Most hazardous radioisotope.

(5) Date of packaging.

(6) Weight and volume of final container.

(7) Disposal location and date of disposal.

This amendment is effective as of the date of issuance and shall expire two (2) years from the last day of the month in which this amendment is issued.

Date of issuance: September 24, 1963.

For the Atomic Energy Commission.

EBER R. PRICE,
Assistant Director,
Division of Licensing and Regulation.

[F.R. Doc. 63-10429; Filed, Oct. 1, 1963; 8:47 a.m.]

[Docket No. 50-146]

SAXTON NUCLEAR EXPERIMENTAL CORP.

Notice of Issuance of Order Extending Expiration Date of Provisional Operating License

Please take notice that the Atomic Energy Commission has issued an Order extending to December 31, 1963, the expiration date specified in Provisional Operating License No. DPR-4 issued to Saxton Nuclear Experimental Corporation, authorizing operation at thermal power levels up to 23.5 megawatts of the Saxton nuclear reactor located north of the Borough of Saxton in Liberty Township, Bedford County, Pennsylvania.

Copies of the Commission's Order and the application dated August 26, 1963, filed by Saxton Nuclear Experimental Corporation are available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

Dated at Bethesda, Md., this 25th day of September 1963.

For the Atomic Energy Commission.

R. LOWENSTEIN,
Director, Division of
Licensing and Regulation.

[F.R. Doc. 63-10429; Filed, Oct. 1, 1963; 8:47 a.m.]

CIVIL AERONAUTICS BOARD

[Order No. E-20048; Docket 13777]

TRAFFIC CONFERENCE OF INTERNATIONAL AIR TRANSPORT ASSOCIATION

Specific Commodity Rates

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 27th day of September 1963.

Agreement adopted by Traffic Conference 1 of the International Air Transport Association relating to specific commodity rates, Agreement C.A.B. 17280, R-3 through R-15.

There has been filed with the Board, pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's Economic Regulations, an agreement between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of Traffic Conference 1 of the International Air Transport Association (IATA), and adopted pursuant to the provisions of Resolution 590 (Commodity Rates Board).

The agreement, adopted pursuant to unprotested notices to the carriers and promulgated in IATA memoranda, names additional specific commodity rates as set forth in the attachment hereto.¹

The Board, acting pursuant to sections 102, 204(a), and 412 of the Act, does not find the subject agreement to be adverse to the public interest or in violation of the Act, provided that approval thereof is conditioned as hereinafter ordered.

¹ Filed as part of original document.

Accordingly, it is ordered: That Agreement C.A.B. 17280, R-3 through R-15, is approved, provided that such approval shall not constitute approval of the specific commodity descriptions contained therein for purposes of tariff publication.

Any air carrier party to the agreement, or any interested person, may, within 15 days from the date of service of this order, submit statements in writing containing reasons deemed appropriate, together with supporting data, in support of or in opposition to the Board's action herein. An original and nineteen copies of the statements should be filed with the Board's Docket Section. The Board may, upon consideration of any such statements filed, modify or rescind its action herein by subsequent order.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 63-10426; Filed, Oct. 1, 1963;
8:47 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[List No. 49; FCC 63-879]

STANDARD BROADCAST APPLICATIONS

Processing

SEPTEMBER 27, 1963.

Notice is hereby given, pursuant to § 1.354(c) of the Commission rules, that on October 29, 1963, the standard broadcast applications listed below will be considered as ready and available for processing. Pursuant to § 1.106(b)(1) and § 1.361(c) of the Commission's rules, an application, in order to be considered with any application appearing on the attached list or with any other application on file by the close of business on October 28, 1963, which involves a conflict necessitating a hearing with an application on this list, must comply with the interim criteria governing acceptance of standard broadcast applications set forth in the note to § 1.354 of the Commission rules and be substantially complete and tendered for filing at the offices of the Commission in Washington, D.C., by whichever date is earlier: (a) The close of business on October 28, 1963, or (b) the earlier effective cut-off date which a listed application or any other conflicting application may have by virtue of conflicts necessitating a hearing with applications appearing on previous lists.

The attached list contains less than the usual number of 50 applications in order that action can be taken on all applications presently in the "Processing Line-Awaiting Action" category without any unnecessary delay which might otherwise occur.

The attention of any party in interest desiring to file pleadings concerning any pending standard broadcast application pursuant to section 309(d)(1) of the

Communications Act of 1934, as amended, is directed to § 1.359(1) of the Commission rules for provisions governing the time of filing and other requirements relating to such pleadings.

Adopted: September 25, 1963.

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

Applications from the top of the processing line:

- BP-14666 WCEN, Mount Pleasant, Mich.
Paul A. Brandt.
Has: 1150 kc, 500 w, 1 kw-LS, DA-N, U.
Req: 1150 kc, 500 w, 5 kw-LS, DA-2, U.
- BP-15900 New, Immolakee, Fla.
Carl Richard Buckner.
Req: 1490 kc, 250 w, U.
- BP-15954 WROL, Knoxville, Tenn.
WROL, Inc.
Has: 1490 kc, 250 w, U (Fountain City, Tenn.).
Req: 1490 kc, 250 w, 1 kw-LS, U (Knoxville, Tenn.).
- BP-15963 KDAY, Santa Monica, Calif.
Continental Broadcasting of California, Inc.
Has: 1580 kc, 50 kw, DA, Day.
Req: 1580 kc, 10 kw, 50 kw-LS, DA-2, U.
- BP-15964 KEYY, Provo, Utah.
Mid-Utah Broadcasting Co.
Has: 1450 kc, 250 w, U.
Req: 1450 kc, 250 w, 1 kw-LS, U.
- BMP-10967 WHSL, Wilmington, N.C.
The Progressive Broadcasting Corp.
Has CP: 1490 kc, 250 w, U.
Req MP: 1490 kc, 250 w, 1 kw-LS, U.
- BP-15966 KSST, Sulphur Springs, Tex.
Hopkins County Broadcasting Co.
Has: 1230 kc, 250 w, U.
Req: 1230 kc, 250 w, 1 kw-LS, U.
- BP-15969 WLSB, Copperhill, Tenn.
Copper Basin Broadcasting Co., Inc.
Has: 1400 kc, 250 w, U.
Req: 1400 kc, 250 w, 1 kw-LS, U.
- BP-15971 WMOG, Brunswick, Ga.
Radio Brunswick, Inc.
Has: 1490 kc, 250 w, U.
Req: 1490 kc, 250 w, 1 kw-LS, U.
- BP-15977 KVOP, Plainview, Tex.
KVOP, Inc.
Has: 1400 kc, 250 w, U.
Req: 1400 kc, 250 w, 1 kw-LS, U.

[F.R. Doc. 63-10430; Filed, Oct. 1, 1963;
8:47 a.m.]

[FCC 63-855]

BOARD OF COMMISSIONERS

Delegation of Authority Relating to Investigations

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 25th day of September 1963;

The Commission having under consideration its announcement of September 25, 1963, regarding the plans for necessary absences of several of its members during the period of September 25, 1963, to October 1, 1963; and the limitation on the delegation of authority to a board of Commissioners, contained in § 0.213 of the Commission's statement of organization, delegations of authority and other information, whereby such Board cannot institute investigations:

It appearing, that a quorum of the Commission may not be present at times during the period from September 25, 1963, to October 1, 1963;

It further appearing, that it is necessary to the proper functioning of the Commission and the prompt and orderly conduct of its business, that a Board of Commissioners be authorized to institute investigations whenever a quorum of the Commission is not present during the above-specified period;

It is ordered, That, pursuant to section 5(d)(1) of the Communications Act of 1934, as amended, during the period from September 25, 1963, to October 1, 1963, there is delegated to a Board of Commissioners, to be composed of all Commissioners present and able to act during said period, authority to institute investigations and to suspend tariff filings pending investigations whenever a quorum of the Commission is not present.

Released: September 26, 1963.

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

[F.R. Doc. 63-10431; Filed, Oct. 1, 1963;
8:47 a.m.]

[Docket No. 15170]

R. W. CRAWFORD, JR.

Order To Show Cause

In the matter of R. W. Crawford, Jr., Hayward, California, Docket No. 15170; order to show cause why there should not be revoked the license for Radio Station 12W3522 in the Citizens Radio Service.

The Commission, by the Chief, Safety and Special Radio Services Bureau, under delegated authority, having under consideration the matter of certain alleged violations of the Commission's rules in connection with the operation of the above-captioned station;

It appearing, that, pursuant to § 1.76 of the Commission's rules, written notice of violation of the Commission's rules was served upon the above-named licensee at his address of record as follows: "Official Notice of Violation dated June 19, 1963, alleging violation of § 19.61(a) of the Commission's rules."

It further appearing, that said licensee did not reply to such communication or to a follow-up letter dated July 18, 1963, also mailed to the licensee at his address of record; and

It further appearing, that, in view of the foregoing, the licensee has repeatedly violated § 1.76 of the Commission's rules:

It is ordered, This 24th day of September, 1963, pursuant to section 312 (a) (4) and (c) of the Communications Act of 1934, as amended, and § 0.291(b)(8) of Part 0 of the Commission's rules, that the said licensee show cause why the license for the above-captioned radio station should not be revoked, and appear and give evidence in respect thereto at a hearing to be held at a time and place to be specified by subsequent order:

And it is further ordered, That the Secretary send a copy of this Order by Certified Mail—Return Receipt Requested to the said licensee at his last

known address of 22828 First Street, Hayward, California.

Released: September 25, 1963.

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

[F.R. Doc. 63-10432; Filed, Oct. 1, 1963;
8:47 a.m.]

[Docket No. 15172]

RAYMOND D. HILL

Order To Show Cause

In the matter of Raymond D. Hill, San Francisco, California, Docket No. 15172; order to show cause why there should not be revoked the license for Radio Station 12W4784 in the Citizens Radio Service.

The Commission, by the Chief, Safety and Special Radio Services Bureau, under delegated authority, having under consideration the matter of certain alleged violations of the Commission's rules in connection with the operation of the above-captioned station;

It appearing, that, pursuant to § 1.76 of the Commission's rules, written notice of violation of the Commission's rules was served upon the above-named licensee at his address of record as follows: "Official Notice of Violation dated June 18, 1963, alleging violation of § 19.61(a) of the Commission's rules."

It further appearing, that said licensee did not reply to such communication or to a follow-up letter dated July 18, 1963, also mailed to the licensee at his address of record; and

It further appearing, that, in view of the foregoing, the licensee has repeatedly violated § 1.76 of the Commission's rules:

It is ordered, This 24 day of September 1963, pursuant to section 312 (a) (4) and (c) of the Communications Act of 1934, as amended, and § 0.291(b) (8) of Part 0 of the Commission's rules, that the said licensee show cause why the license for the above-captioned radio station should not be revoked, and appear and give evidence in respect thereto at a hearing to be held at a time and place to be specified by subsequent order:

And it is further ordered, That the Secretary send a copy of this Order by Certified Mail—Return Receipt Requested to the said-licensee at his last known address of 800 Memorial Drive, South San Francisco, California.

Released: September 25, 1963.

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

[F.R. Doc. 63-10433; Filed, Oct. 1, 1963;
8:47 a.m.]

[Docket Nos. 15111, 15112; FCC 63M-1063]

HOLSTON BROADCASTING CORP. AND C. M. TAYLOR

Order Continuing Hearing

In re applications of Holston Broadcasting Corporation, Elizabethton, Ten-

nessee, Docket No. 15111, File No. BP-15012; C. M. Taylor, Blountville, Tennessee, Docket No. 15112, File No. BP-15115; for construction permits.

The Hearing Examiner having under consideration a letter from counsel for C. M. Taylor, dated September 20, 1963, requesting the hearing date stayed;

It appearing, that on September 16, 1963, the parties filed a joint petition seeking approval of an agreement pursuant to which Holston Broadcasting Corporation would dismiss its application for Elizabethton, Tennessee and the application of C. M. Taylor for Blountville, Tennessee would be granted and such petition is pending before the Review Board; and

It further appearing, that it would serve no useful purpose to proceed with a hearing on the scheduled date:

It is ordered, This 25th day of September 1963, that the request is granted, and that the hearing is continued from October 2 to October 31, 1963.

Released: September 26, 1963.

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

[F.R. Doc. 63-10434; Filed, Oct. 1, 1963;
8:47 a.m.]

[Docket Nos. 15178, 15179; FCC 63-873]

HUNDRED LAKES BROADCASTING CORP. (WSIR) AND WJBS, INC. (WJBS)

Order Designating Applications for Consolidated Hearing on Stated Issues

In re applications of Hundred Lakes Broadcasting Corporation (WSIR), Winter Haven, Florida, Docket No. 15178, File No. BP-13015, has: 1490 kc, 250 w, U, Class IV, requests: 1490 kc, 250 w, 1 kw-LS, U, Class IV; WJBS, Inc. (WJBS), DeLand, Florida, Docket No. 15179, File No. BP-13075, has: 1490 kc, 250 w, U, Class IV, requests: 1490 kc, 250 w, 1 kw-LS, U, Class IV; for construction permits.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 25th day of September 1963;

The Commission having under consideration the above-captioned and described applications;

It appearing, that, except as indicated by the issues specified below, each of the applicants is legally, technically, financially and otherwise qualified to construct and operate the stations as proposed but that each of the proposed operations would cause interference to the existing and proposed operation of the other; that the proposed operation of WSIR would cause serious interference to the existing operation of Class IV Station WTRL, Bradenton, Florida; and

It further appearing, that the Fletcher-Mitchell Corporation, licensee of Station WTRL, has on file an application, File No. BP-12698, for authority to increase daytime power to one kilowatt but that the proposed operation of WTRL would cause interference to Sta-

tion CMOX, Havana, Cuba, in contravention of the North American Regional Broadcasting Agreement and therefore the WTRL proposal will not be given consideration at this time; and

It further appearing, that, in view of the foregoing, the Commission is of the opinion that the WSIR and WJBS proposals must be designated for hearing with the licensee of WTRL named a party to the proceeding in order that it may be determined whether the proposed operations of WSIR and WJBS would serve the public interest, convenience and necessity.

It is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the applications are designated for hearing in a consolidated proceeding, at a time and place to be specified in a subsequent Order, upon the following issues:

1. To determine the areas and populations which may be expected to gain or lose primary service from the proposed operations of Stations WSIR and WJBS and the availability of other primary service to such areas and populations.

2. To determine the nature and extent of the interference, if any, that each of the proposals would cause to and receive from each other and the interference that each of the proposals would receive from all other existing standard broadcast stations, the areas and populations affected thereby, and the availability of other primary service to the areas and populations affected by interference from either of the proposals.

3. To determine whether the proposed operation of WSIR would cause objectionable interference to the existing operations of Stations WTRL, Bradenton, Florida, and WJBS, DeLand, Florida, or any other existing standard broadcast stations, and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other primary service to such areas and populations.

4. To determine whether the proposed operation of WJBS would cause objectionable interference to the existing operation of Station WSIR, Winter Haven, Florida, or any other existing standard broadcast stations, and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other primary service to such areas and populations.

5. To determine, in the light of section 307(b) of the Communications Act of 1934, as amended, which of the proposals would better provide a fair, efficient and equitable distribution of radio service.

6. To determine, in the light of the evidence adduced pursuant to the foregoing issues, which, if either, of the applications should be granted.

It is further ordered, That the Fletcher-Mitchell Corporation, licensee of Station WTRL, is made a party to the proceeding.

It is further ordered, That, in the event of a grant of either application, the construction permit shall contain the following conditions:

Permittee shall accept such interference as may be imposed by other existing 250-watt Class IV stations in the event

they are subsequently authorized to increase power to 1,000 watts.

Permittee shall submit with the application for license antenna resistance measurements made in accordance with § 3.54 of the Commission's rules.

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicants and party respondent herein, pursuant to Section 1.140 of the Commission's rules, in person or by attorney, shall, within twenty (20) days of the mailing of this order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this Order.

It is further ordered, That the applicants herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended and § 1.362(b) of the Commission's rules, give notice of the hearing, either individually or, if feasible and consistent with the rules, jointly, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.362(h) of the rules.

It is further ordered, That the issues in the above-captioned proceeding may be enlarged by the Examiner, on his own motion or on petition properly filed by a party to the proceeding, and upon sufficient allegations of fact in support thereof, by the addition of the following issue: "To determine whether the funds available to the applicant will give reasonable assurance that the proposals set forth in the application will be effectuated."

Released: September 27, 1963.

FEDERAL COMMUNICATIONS

COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 63-10435; Filed, Oct. 1, 1963;
8:47 a.m.]

[Docket No. 15169]

ROBERT LOUIS LENZ

Order To Show Cause

In the matter of Robert Louis Lenz, Oakland, California, Docket No. 15169; order to show cause why there should not be revoked the license for Radio Station 12WO716 in the Citizens Radio Service.

The Commission, by the Chief, Safety and Special Radio Services Bureau, under delegated authority, having under consideration the matter of certain alleged violations of the Commission's rules in connection with the operation of the above-captioned station;

It appearing, that, pursuant to § 1.76 of the Commission's rules, written notice of violation of the Commission's rules was served upon the above-named licensee at his address of record as follows: "Official Notices of Violation dated June 20, 1963, alleging violation of § 19.61 (a) and (f) of the Commission's rules."

It further appearing, that said licensee did not reply to such communication or to a follow-up letter dated July 18, 1963,

also mailed to the licensee at his address of record; and

It further appearing, that, in view of the foregoing, the licensee has repeatedly violated § 1.76 of the Commission's rules.

It is ordered, This 24th day of September 1963, pursuant to section 312 (a) (4) and (c) of the Communications Act of 1934, as amended, and § 0.291(b)(8) of Part 0 of the Commission's rules, that the said licensee show cause why the license for the above-captioned radio station should not be revoked, and appear and give evidence in respect thereto at a hearing to be held at a time and place to be specified by subsequent order: *And it is further ordered*, That the Secretary send a copy of this Order by Certified Mail—Return Receipt Requested to the said licensee at his last known address of 2671 75th Avenue, Oakland 5, California.

Released: September 25, 1963.

FEDERAL COMMUNICATIONS

COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 63-10436; Filed, Oct. 1, 1963;
8:47 a.m.]

[Docket Nos. 14425, 14440; FCC 63M-1058]

SAUL M. MILLER ET AL.

Order Continuing Hearing

In re applications of Saul M. Miller, Kutztown, Pennsylvania, Docket No. 14425, File No. BP-13844; Chandler W. Drummond and E. Theodore Mallick, d/b as Bi-States Broadcasters, Annville-Cleona, Pennsylvania, Docket No. 14440, File No. BP-14890; for construction permit.

Upon oral request of counsel for Saul M. Miller, and with the consent of the other parties: *It is ordered*, This 24th day of September 1963, that the hearing presently scheduled in the above-entitled matter for September 25, 1963 at 10:00 a.m., be, and the same is, hereby rescheduled for October 7, 1963 at 9:00 a.m.

Released: September 25, 1963.

FEDERAL COMMUNICATIONS

COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 63-10437; Filed, Oct. 1, 1963;
8:47 a.m.]

[Docket Nos. 15167, 15168; FCC 63M-1056]

MINNESOTA MICROWAVE, INC.

Order Scheduling Hearing

In re applications of Minnesota Microwave, Inc., Willmar, Minnesota, Docket No. 11567, File No. 2886-C1-R-63; for renewal of the license for station KAY61, a facility in the Domestic Public Point-to-Point Microwave Radio Service at Willmar, Minnesota; Docket No. 15168, File No. 1845/1846/1847/1848/1849/1850/1851-C1-P-63, for construction permits to establish stations in the Point-to-Point Microwave Radio Service in or near Roseville, Rockford, Cold Springs,

Little Falls, Willmar, Benson, and Montevideo, Minnesota.

It is ordered, This 23d day of September 1963, that Elizabeth C. Smith will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on November 12, 1963, in Washington, D.C.: *And, it is further ordered*, That a prehearing conference in the proceeding will be convened by the presiding officer at 9:00 a.m., October 21, 1963.

Released: September 25, 1963.

FEDERAL COMMUNICATIONS

COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 63-10438; Filed, Oct. 1, 1963;
8:47 a.m.]

[Docket No. 15174]

DAVID J. OHLERT

Order To Show Cause

In the matter of David J. Ohlert Grosse Pointe City, Michigan, Docket No. 15174; order to show cause why there should not be revoked the license for Radio Station KHH-3074 in the Citizens Radio Service.

The Commission, by the Chief, Safety and Special Radio Services Bureau, under delegated authority, having under consideration the matter of certain alleged violations of the Commission's rules in connection with the operation of the above-captioned station;

It appearing, that, pursuant to § 1.76 of the Commission's rules, written notice of violation of the Commission's rules was served upon the above-named licensee at his address of record as follows: "Letter dated February 21, 1963, alleging violation of § 19.61(a) of the Commission's rules."

It further appearing, that said licensee did not reply to such communication or to a follow-up letter dated August 19, 1963, also mailed to the licensee at his address of record; and

It further appearing, that, in view of the foregoing, the licensee has repeatedly violated § 1.76 of the Commission's rules:

It is ordered, This 26th day of September 1963, pursuant to section 312 (a) (4) and (c) of the Communications Act of 1934, as amended, and § 0.291(b)(8) of Part 0 of the Commission's rules, that the said licensee show cause why the license for the above-captioned radio station should not be revoked, and appear and give evidence in respect thereto at a hearing to be held at a time and place to be specified by subsequent order:

And it is further ordered, That the Secretary send a copy of this Order by Certified Mail—Return Receipt Requested to the said licensee at his last known address of 791 University Place, Grosse Pointe City, Michigan.

Released: September 26, 1963.

FEDERAL COMMUNICATIONS

COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 63-10439; Filed, Oct. 1, 1963;
8:47 a.m.]

[Docket No. 15180; FCC 63-880]

**OTTAWA BROADCASTING CORP.
(WJBL)****Memorandum Opinion and Order
Designating Application for Hearing
on Stated Issues**

In re application of Ottawa Broadcasting Corporation (WJBL), Holland, Michigan, Docket No. 15180, File No. BP-15189, has: 1260 kc, 5 kw, DA-day, requests: 1260 kc, 1 kw, 5 kw-LS, DA-2, U, Class III-B; for construction permit.

1. The Commission has before it for consideration a petition to deny the above-captioned application filed July 13, 1962 by Crookston Broadcasting Company, licensee of Station KROX, Crookston, Minnesota and a reply thereto filed May 3, 1963,¹ by Ottawa Broadcasting Corporation.

2. Petitioner, in requesting that the application be designated for hearing, noted that the engineering exhibit in the application conceded that the proposal would cause objectionable interference within the interference-free nighttime service area of Station KROX.

3. In opposition, the applicant points out that subsequent to the petition to deny an amendment was submitted to reflect a substantial change in the orientation of its nighttime radiation pattern thereby eliminating the objectionable interference to KROX.

4. We find that the aforementioned amendment does, in fact, remove any substantial question of objectionable interference to petitioner's station. Thus, the petition to deny will be dismissed as moot.

5. However, we find that a substantial question obtains regarding the degree of protection the proposal will afford the existing nighttime operation of Station WFBM, Indianapolis, Indiana, and, on our own motion, we will designate the application for hearing and make the licensee of the latter station a party to the proceeding.

6. The application of Ottawa Broadcasting Corporation is for operation as a Class III-B station, the normally protected nighttime contour of which is 4.0 mv/m. According to the applicant's data, based on a nighttime limitation of 26.38 mv/m, 23,575 persons or 43.5 percent of the population within the normally protected nighttime contour will not receive nighttime service from the proposal. Since no exception to the rule is claimed, a substantial question exists regarding the applicant's compliance with § 3.28(d)(3) of the Commission's rules.

In view of the foregoing, except as indicated by the issues specified below, the applicant is legally, technically, financially, and otherwise qualified to construct and operate as proposed. However, the Commission is unable to make the statutory finding that a grant of the application would serve the public interest, convenience, and necessity, and is of the opinion that the application must be designated for hearing on the issues set forth below.

¹ Counsel for petitioner consented to late filing.

It is ordered. That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the application is designated for hearing, at a time and place to be specified in a subsequent Order, upon the following issues:

1. To determine the areas and populations which may be expected to gain or lose primary service from the proposed operation of Station WJBL and the availability of other primary service to such areas and populations.

2. To determine whether the proposed operation of Station WJBL would cause objectionable nighttime interference to Station WFBM, Indianapolis, Indiana, or any other existing standard broadcast stations, and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other primary service to such areas and populations.

3. To determine whether interference received from all sources would affect more than ten percent of the population within the normally protected nighttime service area of the proposed operation of Station WJBL, in contravention of § 3.28(d)(3) of the Commission rules, and, if so, whether circumstances exist which would warrant a waiver of said section.

4. To determine, in the light of the evidence adduced pursuant to the foregoing issues, whether a grant of the application would serve the public interest, convenience and necessity.

It is further ordered. That the petition to deny, filed July 13, 1962, by Crookston Broadcasting Corporation is hereby dismissed.

It is further ordered. That Time-Life Broadcast, Inc., licensee of Station WFBM, Indianapolis, Indiana, is made a party to the proceeding.

It is further ordered. That, in the event of a grant of the application of Ottawa Broadcasting Corporation, the construction permit shall contain the following condition:

Subsequent to the adjustment of the nighttime array, permittee shall submit field intensity measurements to prove that the daytime radiation pattern remains adjusted essentially as authorized; remeasure the common-point impedance of the daytime array and, if it is found to be different from the value specified in the license, file with the Commission an application for modification of license.

It is further ordered. That, to avail themselves of the opportunity to be heard, the applicant and party respondent herein, pursuant to § 1.140 of the Commission rules, in person or by attorney, shall, within 20 days of the mailing of this Order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this Order.

It is further ordered. That the applicant herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.362(b) of the Commission's rules, give notice of the hearing, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication

of such notice as required by § 1.362(h) of the rules.

Adopted: September 25, 1963.

Released: September 27, 1963.

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

[F.R. Doc. 63-10440; Filed, Oct. 1, 1963;
8:47 a.m.]

[Docket Nos. 14557, 14558; FCC 63M-1051]

**PAGE BOY RADIO CORP. AND NEW
YORK TECHNICAL INSTITUTE OF
CINCINNATI, INC.****Order Scheduling Hearing**

In re applications of Page Boy Radio Corporation, Detroit, Michigan, Docket No. 14557, File No. 2133-C2-P-61, for construction permit to establish a one-way signaling common carrier station in the Domestic Public Land Mobile Radio Service in Detroit, Michigan; and New York Technical Institute of Cincinnati, Inc., Detroit, Michigan, Docket No. 14558, File No. 138-C2-ML-62, 1149-C2-ML-62; for modification of license of Station KQC884 to add type 3A2 emission to the presently authorized 6A3 emission.

Pursuant to the Review Board's Memorandum Opinion and Order of July 8, 1963, remanding the case for further proceedings: *It is ordered.* This 20th day of September 1963, that hearing on the issues designated in the Memorandum Opinion and Order referred to above will be held on October 7, 1963, at 10:00 a.m.

Released: September 24, 1963.

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

[F.R. Doc. 63-10441; Filed, Oct. 1, 1963;
8:47 a.m.]

[Docket No. 15171]

FRANK J. PASKET**Order To Show Cause**

In the matter of Frank J. Pasket, South Houston, Texas, Docket No. 15171; order to show cause why there should not be revoked the license for Radio Station KEE-0583 in the Citizens Radio Service.

The Commission, by the Chief, Safety and Special Radio Services Bureau, under delegated authority, having under consideration the matter of certain alleged violations of the Commission's rules in connection with the operation of the above-captioned station;

It appearing, that, pursuant to § 1.76 of the Commission's rules, written notice of violation of the Commission's rules was served upon the above-named licensee at his address of record as follows: "Official Notice of Violation dated July 12, 1963, alleging violation of § 19.61(a) of the Commission's rules."

It further appearing, that said licensee did not reply to such communication or to a follow-up letter dated July 16,

1963, also mailed to the licensee at his address of record; and

It further appearing, that, in view of the foregoing, the licensee has repeatedly violated § 1.76 of the Commission's rules:

It is ordered, This 24th day of September 1963, pursuant to section 312 (a) (4) and (c) of the Communications Act of 1934, as amended, and § 0.291(b) (8) of Part 0 of the Commission's rules, that the said licensee show cause why the license for the above-captioned radio station should not be revoked, and appear and give evidence in respect thereto at a hearing to be held at a time and place to be specified by subsequent order:

And it is further ordered, That the Secretary send a copy of this order by Certified Mail—Return Receipt Requested to the said licensee at his last known address of Post Office Box 675, South Houston, Texas.

Released: September 25, 1963.

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

[F.R. Doc. 63-10442; Filed, Oct. 1, 1963;
8:47 a.m.]

[Docket No. 15173]

QUALITY PLUMBING CO., INC.

Order To Show Cause

In the matter of Quality Plumbing Co., Inc., Dallas, Texas, Docket No. 15173; order to show cause why there should not be revoked the license for Radio Station KBZ-616 in the Business Radio Service.

The Commission, by the Chief, Safety and Special Radio Services Bureau, under delegated authority, having under consideration the matter of certain alleged violations of the Commission's rules in connection with the operation of the above-captioned station;

It appearing, that, pursuant to § 1.76 of the Commission's rules, written notice of violation of the Commission's rules was served upon the above-named licensee at its address of record as follows: "Official Notice of Violation dated July 18, 1963, alleging violation of § 11.152(a) of the Commission's rules."

It further appearing, that said licensee did not reply to such communication or to a follow-up letter dated July 23, 1963, also mailed to the licensee at its address of record; and

It further appearing, that, in view of the foregoing, the licensee has repeatedly violated § 1.76 of the Commission's rules:

It is ordered, This 25th day of September 1963, pursuant to section 312 (a) (4) and (c) of the Communications Act of 1934, as amended, and § 0.291(b) (8) of Part 0 of the Commission's rules, that the said licensee show cause why the license for the above-captioned radio station should not be revoked, and appear and give evidence in respect thereto at a hearing to be held at a time and place to be specified by subsequent order:

And it is further ordered, That the Secretary send a copy of this order by Certified Mail—Return Receipt Requested to the said licensee at its last

known address of 4216 Bryan Street, Dallas, Texas.

Released: September 26, 1963.

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

[F.R. Doc. 63-10443; Filed, Oct. 1, 1963;
8:47 a.m.]

[Docket Nos. 15165, 15166; FCC 63M-1057]

SALEM TELEVISION CO. AND SALEM CHANNEL 3 TELECASTERS, INC.

Order Scheduling Hearing

In re applications of Salem Television Co., Salem, Oregon, Docket No. 15165, File No. BPCT-3080; Salem Channel 3 Telecasters, Inc., Salem, Oregon, Docket No. 15166, File No. BPCT-3097; for construction permits for new television broadcast stations.

It is ordered, This 23d day of September 1963, that David I. Kraushaar will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on November 25, 1963, in Washington, D.C.: *And, it is further ordered*, That a prehearing conference in the proceeding will be convened by the presiding officer at 10:00 a.m., October 21, 1963.

Released: September 25, 1963.

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

[F.R. Doc. 63-10444; Filed, Oct. 1, 1963;
8:48 a.m.]

[Docket Nos. 15006—15008; FCC 63M-1050]

TELEVISION COMPANY OF AMERICA, INC., ET AL.

Order Continuing Hearing

In re applications of Harry Wallerstein, Receiver, Television Company of America, Inc., Docket No. 15006, File No. BRCT-397; for renewal of license of Station KSHO-TV, Las Vegas, Nevada; Harry Wallerstein, Receiver, Television Company of America, Inc. (ASSIGNOR) and Television Company of America, Inc. (ASSIGNEE), Docket No. 15007, File No. BALCT-181; for assignment of license of Station KSHO-TV, Las Vegas, Nevada; Reed R. Maxfield, Robert W. Hughes, Carl A. Hulbert and Alex Gold (Transferees) and Arthur Powell Williams (Transferee), Docket No. 15008, File No. BTC-3965; for transfer of control of Nevada Broadcasters' Fund, Inc., Holding Company of Television Company of America, Inc., Licensee of Station KSHO-TV, Las Vegas, Nevada.

Upon oral request of the parties and their agreement; *It is ordered*, This 20th day of September 1963, that the following dates shall govern the future proceedings in this matter:

Stipulation agreements shall be submitted on October 8, 1963;

Further prehearing conference presently scheduled for September 30, 1963, is continued to October 15, 1963; and

Hearing presently scheduled for October 15, 1963, is continued to October 29, 1963, at 10:00 a.m. in Las Vegas, Nevada.

Released: September 24, 1963.

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

[F.R. Doc. 63-10445; Filed, Oct. 1, 1963;
8:48 a.m.]

FEDERAL MARITIME COMMISSION

NEDLLOYD LINE JOINT SERVICE

Notice of Filing of Agreement

Notice is hereby given that the following described agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916 (39 Stat. 733; 75 Stat. 763; 46 U.S.C. 814):

Agreement No. 7661-5, between carriers comprising the Nedlloyd Line joint service, modifies the basic agreement of that joint service (7661 as modified), covering the trades between various world wide ports and United States and Canadian ports, (1) to change the name of the Colony of Singapore to the State of Singapore where included in the basic agreement; and, (2) to specifically name the State of Singapore and the Federation of Malaya in respect to the trade between ports of the United States and Canada Great Lakes area and various other foreign ports.

Interested parties may inspect this agreement and obtain copies thereof at the Bureau of Foreign Regulation, Federal Maritime Commission, Washington 25, D.C., or may inspect a copy at the offices of the District Managers of the Commission in New York, N.Y., New Orleans, La., and San Francisco, Calif., and may submit to the Secretary, Federal Maritime Commission, Washington 25, D.C., within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with a request for hearing, should such hearing be desired.

Dated: September 26, 1963.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 63-10425; Filed, Oct. 1, 1963;
8:47 a.m.]

FEDERAL POWER COMMISSION

[Docket No. G-2668 etc.]

CITIES SERVICE CO. ET AL.

Notice of Severance

SEPTEMBER 25, 1963.

Cities Service Company (successor to Arkansas Fuel Oil Corporation), et al., Docket No. G-2668, et al.; Landmark Oil, Inc., Docket No. CI63-1426.

Notice is hereby given that the matter of the application in Docket No. CI63-

1426, heretofore scheduled for a hearing in Washington, D.C., on September 26, 1963, in the consolidated proceeding entitled Cities Service Company (successor to Arkansas Fuel Oil Corporation), et al., Docket No. G-2668, et al., is severed therefrom for such further disposition as may be appropriate in view of the Notice of Intervention filed by the California Public Utilities Commission on September 24, 1963.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 63-10398; Filed, Oct. 1, 1963;
8:45 a.m.]

[Docket No. CP63-300]

MANUFACTURERS LIGHT AND HEAT CO.

Notice of Application and Date of Hearing

SEPTEMBER 25, 1963.

Take notice that on May 9, as supplemented on August 27, 1963, The Manufacturers Light and Heat Company (Applicant), 800 Union Trust Building, Pittsburgh 19, Pennsylvania, filed an application in Docket No. CP63-300, pursuant to section 7(b) of the Natural Gas Act, as amended, for permission and approval to abandon 4.68 miles of 16-inch transmission pipeline in Tyler and Wetzel Counties, West Virginia, all as more fully set forth in an application on file with the Commission and open to public inspection.

Applicant states that the pipeline to be abandoned is no longer useful in Applicant's business and that its abandonment will not result in the abandonment of any service.

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 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 October 29, 1963, 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 noncontested hearing, dispose of the proceedings pursuant to the provisions of § 1.30(c) (1) or (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 Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before October 25, 1963. 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 inter-

mediate decision procedure in cases where a request therefor is made.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 63-10399; Filed, Oct. 1, 1963;
8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 31-666]

CONSUMERS' GAS CO.

Notice of Filing of Application for Exemption

SEPTEMBER 26, 1963.

Notice is hereby given that The Consumers' Gas Company ("Consumers"), 19 Toronto Street, Toronto, Canada, has filed an application and amendments thereto, pursuant to section 3(a)(5) of the Public Utility Holding Company Act of 1935 ("Act"), for exemption of itself, as a holding company, and of each of its subsidiary companies as such, on the ground that it is not, and derives no material part of its income, directly or indirectly, from any one or more subsidiary companies which are, a company or companies the principal business of which within the United States is that of a public-utility company.

All interested persons are referred to the application and the amendments thereto, on file at the office of the Commission, for a statement of the facts in support thereof, which are summarized as follows:

Consumers is a corporation organized under the laws of the Province of Ontario, Canada, owning and operating facilities for the transmission and distribution of natural gas in the Province of Ontario, Canada. It also has several subsidiary companies organized under the laws of Canada and of the Provinces of Ontario and Quebec which own and operate facilities for the transmission and/or distribution of natural gas, all in Canada.

In addition, Consumers owns all of the capital stock of St. Lawrence Gas Company, Inc. ("St. Lawrence"), a New York corporation, which owns and operates facilities for the transmission and distribution of natural gas in northern New York State, having commenced such operations in the latter part of 1962. The communities served or to be served by St. Lawrence include Ogdensburg, Massena, Potsdam, and Canton, in New York State. Consumers and its Canadian subsidiary companies obtain their natural gas supply from Trans-Canada Pipe Lines Limited, a Canadian natural gas pipeline company. St. Lawrence obtains its gas supply from a subsidiary company of Consumers by means of a pipeline which crosses the St. Lawrence River (the international boundary) near Massena, New York.

At March 31, 1963, the consolidated financial statements of Consumers and its subsidiary companies (stated in Canadian dollars) showed assets of

\$246,759,338 and, for the twelve months then ended, revenues and net income of \$65,269,624 and \$8,962,319, respectively.

At the same date, the financial statements of St. Lawrence (stated in U.S. dollars) showed total assets of \$7,092,819 and, for the period from November 1, 1962, to March 31, 1963, revenues of \$393,070. It is estimated that total revenues for the year 1963 will amount to \$1,196,000 and will increase gradually, through 1967, to \$3,731,000. Net income deficits are estimated for the years 1963 and 1964; for the years 1965, 1966, and 1967 net income is estimated at \$102,000, \$271,000, and \$414,000, respectively. In July 1963, St. Lawrence had outstanding 100 shares of \$50 par value common stock (all owned by Consumers), temporary notes payable to the Bankers Trust Company of New York in the aggregate principal amount of \$2,823,000, and was indebted to Consumers for \$4,000,000 of advances. During 1963, St. Lawrence expects to issue and sell \$3,000,000 principal amount of first mortgage bonds to retire its outstanding notes and, upon obtaining the requisite authorization from the Public Service Commission of the State of New York, to issue additional common stock to Consumers in satisfaction of the \$4,000,000 of advances. The filing indicates that upon completion of the contemplated financing, St. Lawrence will have a capital structure consisting of \$3,000,000 principal amount of long-term debt and \$4,000,000 par value of common stock.

The requisite authority for the exportation of natural gas from Canada and the importation thereof into New York State to satisfy the requirements of St. Lawrence has been obtained from the Canadian agencies having jurisdiction, and from the Federal Power Commission; and St. Lawrence has obtained from the Public Service Commission of the State of New York the requisite certificate of public convenience and necessity and other authorizations to enable it to construct the necessary facilities and to commence natural gas service in northern New York State in the areas indicated.

Consumers has agreed to file annually with the Commission, as soon as practicable after the end of each fiscal year, copies of its annual report to stockholders, together with financial statements of St. Lawrence (consisting of balance sheets and statements of income and surplus) for the same dates and periods.

Notice is further given that any interested person may, not later than October 15, 1963, request in writing that a hearing be held in respect of such matter, stating the reasons for such request and the issues of fact or law which he desires to controvert; or he may request that he be notified should the Commission order a hearing in respect thereof. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request should be served personally or by mail (air mail if the person being served is

located more than 500 miles from the point of mailing) upon the applicant at the above-stated address, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed contemporaneously with the request. At any time after said date, the application as amended, or as it may be further amended, may be granted; or the Commission may take such other action as it may deem appropriate.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary.
[F.R. Doc. 63-10403; Filed, Oct. 1, 1963;
8:45 a.m.]

[File No. 24NY-5930]

SAVANT INSTRUMENTS, INC.

Notice and Order for Hearing

SEPTEMBER 26, 1963.

I. Savant Instruments, Inc. (formerly Servonuclear Corp.), a New York corporation located at 221 Park Avenue, Hicksville, Long Island, New York, filed with the Commission on July 5, 1963, a notification on Form 1-A and a statement in lieu of an offering circular (pursuant to Rule 257 of Regulation A) relating to an offering by selling stockholders of 15,000 shares of its 10¢ par value common stock at prevailing market prices not to exceed an aggregate offering price of \$50,000, for the purpose of obtaining an exemption from the registration requirements of the Securities Act of 1933, as amended, pursuant to the provisions of section 3(b) thereof and Regulation A promulgated thereunder.

II. The Commission, on September 4, 1963, issued an order pursuant to Rule 261 of the general rules and regulations under the Securities Act of 1933, as amended, temporarily suspending the issuer's exemption under Regulation A, and affording to any person having an interest therein an opportunity to request a hearing. A written request for a hearing has been received by the Commission.

The Commission deems it necessary and appropriate that a hearing be held for the purpose of determining whether it should vacate the temporary suspension order or enter an order of permanent suspension in this matter.

It is hereby ordered, Pursuant to Rule 261 of the general rules and regulations under the Securities Act of 1933, as amended, that a hearing be held at 10:00 a.m., e.s.t., on November 12, 1963, at the New York Regional Office, 23rd Floor, 225 Broadway, New York 7, New York, with respect to the matters set forth in section II of the Commission's order dated September 4, 1963, which temporarily suspended the Regulation A exemption of Savant Instruments, Inc., without prejudice, however, to the specification of additional issues which may be presented in these proceedings.

It is further ordered, That Frederick Zazove, or any other officer or officers of the Commission designated by it for that purpose, shall preside at the hearing and

any officer or officers so designated to preside at any such hearing are hereby authorized to exercise all of the powers granted to the Commission under sections 19(b), 21 and 22(c) of the Securities Act of 1933, as amended, and to hearing officers under the Commission's rules of practice.

It is further ordered, That the Secretary of the Commission shall serve a copy of this order by registered mail on Savant Instruments, Inc.; that notice of the entry of the order shall be given to all persons by general release of the Commission and by publication in the FEDERAL REGISTER. Any person who desires to be heard or otherwise wishes to participate in the hearing shall file with the Commission on or before November 8, 1963, a request relative thereto as provided in Rule 9(c) of the Commission's rules of practice.

It is further ordered, That Savant Instruments, Inc., pursuant to Rule 7 of the rules of practice of the Commission (17 CFR 201.7), shall file an answer to the allegations set forth in section II of the Commission's order dated September 4, 1963. Such answer shall be filed in the manner, form and within the time prescribed by 17 CFR 201.7 and shall specifically admit or deny or state that Savant Instruments, Inc. does not have, and is unable to obtain, sufficient information to admit or deny each of the allegations set forth in section II of the Commission's order dated September 4, 1963.

Notice is hereby given that if Savant Instruments, Inc. fails to file an answer pursuant to 17 CFR 201.7 within fifteen days after service upon it of this notice and order for hearing, the proceeding may be determined against Savant Instruments, Inc. by the Commission upon consideration of this notice and order for hearing and Commission's order of September 4, 1963, and said allegations in section II of the Commission's order of September 4, 1963, may be deemed to be true.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.
[F.R. Doc. 63-10404; Filed, Oct. 1, 1963;
8:45 a.m.]

[File No. 811-904]

SELECTED PLANS

Notice on Motion To Terminate Registration

SEPTEMBER 26, 1963.

Notice is hereby given that the Securities and Exchange Commission ("Commission") on its own motion, is proposing to declare by order, pursuant to section 8(f) of the Investment Company Act of 1940 ("Act") that Selected Plans, 20 Exchange Place, New York 5, New York, has ceased to be an investment company.

Selected Plans was a Unit Investment Trust organized by a custodian agreement on September 9, 1959 between Planholders Institute, Inc., acting as sponsor, and Chemical Bank New York Trust Company, acting as custodian.

Planholders Institute was a New York corporation created for the purpose of organizing Selected Plans for the accumulation of shares of Selected American Shares, a Mutual Fund, and to act as underwriter in offering certificates of Selected Plans to the public. In October 1960 Planholders Institute abandoned its proposal to offer Selected Plans to the public and Planholders Institute was dissolved and liquidated and no securities of Selected Plans were ever issued or sold.

Section 8(f) of the Act provides in pertinent part, that when the Commission, on its motion, finds that a registered investment company has ceased to be an investment company, it shall so declare by order and upon the taking effect of such order, the registration of such company shall cease to be in effect.

Notice is further given that any interested person may, not later than October 14, 1963 at 5:30 p.m. submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues 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 should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order may be issued by the Commission, unless an order for hearing shall be issued upon request or upon the Commission's own motion.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary.
[F.R. Doc. 63-10405; Filed, Oct. 1, 1963;
8:45 a.m.]

SMALL BUSINESS ADMINISTRATION

[Delegation of Authority No. 30-XIII
(Amdt. 2)]

SEATTLE REGIONAL OFFICE

Delegation of Authority To Conduct

Program Activities

Pursuant to the authority delegated to the Regional Director by Delegation of Authority No. 30 (Revision 8), as amended, 28 F.R. 3228, 7204, and 8179, Delegation of Authority No. 30-XIII, as amended, 28 F.R. 4938 and 8231, is hereby amended by revising Subitems I.K.3. and I.K.5. thereof. As revised, Subitems I.K.3 and I.K.5 read as follows:

I. * * *

K. The following authority is hereby redelegated to the Branch Managers at Portland, Oregon; Anchorage, Alaska; Boise, Idaho; and Helena, Montana:

* * * * *

3. To disburse approved loans. Exception—Boise Branch may disburse only unsecured disaster loans.

* * * * *

5. Item I.C.12—Only the authority for servicing, administration, and collection, including subitems a, b, and c. Exception—Boise Branch cannot exercise the authority contained in subitem c.

Effective date: September 16, 1963.

WILLIAM S. SCHUMACHER,
Regional Director,
Seattle.

[F.R. Doc. 63-10406; Filed, Oct. 1, 1963;
8:45 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

SEPTEMBER 27, 1963.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 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. 38557: *Newsprint paper to points in southern territory*. Filed by O. W. South, Jr., agent (No. A4376), for interested rail carriers. Rates on newsprint paper, in carloads, from Childersburg, Coosa Pines and Mobile, Ala., also Calhoun, Tenn., to points in southern territory, also Ohio and Mississippi River crossings, Virginia cities gateway points and Washington, D.C.

Grounds for relief: Motortruck competition.

Tariff: Supplement 67 to Southern Freight Association, agent, tariff I.C.C. S-230.

FSA No. 38558: *Liquid caustic soda from Louisiana points*. Filed by O. W. South, Jr., agent (No. A4377), for interested rail carriers. Rates on liquid caustic soda, in tank-car loads, from Baton Rouge and North Baton Rouge, La., to Phelps, Ga., and Etowah, Tenn.

Grounds for relief: Market competition.

Tariff: Supplement 112 to Southern Freight Association, agent, tariff I.C.C. S-89.

FSA No. 38559: *Sulphuric acid from LeMoyné, Ala., to Charleston, Tenn.* Filed by O. W. South, Jr., agent (No. A4378), for and on behalf of Southern Railway Company. Rates on sulphuric acid, in tank-car loads, from LeMoyné, Ala., to Charleston, Tenn.

Grounds for relief: Market competition.

Tariff: Supplement 63 to Southern Freight Association, agent, tariff I.C.C. S-162.

FSA No. 38560: *Joint motor-rail rates—Middlewest Motor Freight*. Filed by Middlewest Motor Freight Bureau, agent (No. 337), for interested carriers. Rates on iron and steel articles, loaded in highway trailers, and moving over joint route of applicant rail and motor carrier, between points in Illinois, Indiana, Kansas and Missouri, on the one hand, and points in southwestern and middlewest territories, on the other.

Grounds for relief: Motortruck competition.

Tariff: Supplement 22 to Middlewest Motor Freight Bureau, agent, tariff MF-I.C.C. 393.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 63-10417; Filed, Oct. 1, 1963;
8:46 a.m.]

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

SEPTEMBER 27, 1963.

The following applications for motor common carrier authority to operate in intrastate commerce seek concurrent motor carrier authorization in interstate or foreign commerce within the limits of the intrastate authority sought, pursuant to section 206(a)(6) of the Interstate Commerce Act, as amended October 15, 1962. These applications are governed by Special Rule 1.245 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of April 11, 1963, page 3533, which provides, among other things, that protests and requests for information concerning the time and place of State Commission hearings or other proceedings, any subsequent changes therein, and any other related matters shall be directed to the State Commission with which the application is filed and shall not be addressed to or filed with the Interstate Commerce Commission.

State Docket No. CPC A-856 (Sub-No. 1), filed June 11, 1962. Applicant: LOCAL DELIVERIES, LTD., Post Office Box 2138, Las Vegas, Nev. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *Air freight shipments and baggage*, by truck, as follows: (1) between McCarran Field (Clark County), Nev., on the one hand, and, on the other, Nye County, Nev., and those portions of Esmeralda County, Nev., lying on U.S. Highway 95 and one (1) mile on either side thereof, (2) those portions of Clark County, Nev., lying on U.S. Highways 91 and 93, and one (1) mile on either side thereof, between Apex, Nev., and McCarran Field, and (3) service shall be provided to all intermediate points, namely: Indian Springs and Cactus Springs (Clark County), Mercury (Zone 1), Camp Desert Rock (Zone 2), Lathrop Wells, Beatty, Tonopah, and Tonopah Ballistic Range (Nye County) and Goldfield (Esmeralda County), Nev.

HEARING: Date, time and place assigned for hearing application, not known at this time.

Requests for procedural information, including the time for filing protests, concerning this application should be addressed to the Nevada Public Service Commission, Carson City, Nev., 89701, and should not be addressed to the Interstate Commerce Commission.

State Docket No. 2173 (Sub-No. 1), filed May 6, 1963. Applicant: JOE C. HUNT, doing business as HUNT TRUCK LINES, 339 Whitney Avenue, Salt Lake City, Utah. Applicant's attorney: Lorin

N. Pace, 19 West South Temple, Salt Lake City, Utah. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *general commodities*, over regular routes from Salt Lake City, Utah, providing regular service to all points located on U.S. Highway 160 and Utah Highway 47 within a ten (10) mile radius thereof, within Grand and San Juan Counties and all other points in Grand and San Juan Counties on call.

NOTE: Applicant states he proposes to engage in the same operation on return and to service no intermediate or off-route points other than the above mentioned.

HEARING: October 17, 1963, at 2:00 p.m., in the Grand County Courthouse, Moab, Utah.

Requests for procedural information including the time for filing protests, concerning this application should be addressed to the Utah Public Service Commission, 310 State Capitol, Salt Lake City 14, Utah, and should not be directed to the Interstate Commerce Commission.

State Docket No. 7039-CCT, filed August 21, 1963. Applicant: GEORGE E. PARIS AND LYLLIAN L. PARIS, doing business as BEACH TRUCKING COMPANY, Neptune Beach, Fla., mailing address: Post Office Box 418, Atlantic Beach, Fla. Applicant's attorney: Clifford T. Inglis, 1503 Barnett National Bank Building, Jacksonville 2, Fla. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *general commodities* (except Classes A and B explosives, articles of unusual value, bulk or liquid tank truck compounds, perishable foodstuffs, commodities requiring protective service against heat or cold, uncrated furniture and appliances, including musical instruments, organs and pianos, household goods and personal effects except on government bill of lading, commodities requiring special equipment, and those injurious or contaminating to other lading), to, from and between Jacksonville, East Mayport, Mayport, Mayport Naval Base, Atlantic Beach, Neptune Beach, Jacksonville Beach, and Ponte Vedra Beach, utilizing as irregular or alternate routes State Road 10A, State Road 10 (Atlantic Boulevard), State Road 115, Alternate U.S. Highway 90, State Road A1A (Mayport Road), and U.S. Highway 90 (State Road 212, Beach Boulevard), serving all intermediate points and the off-route points and communities of Arlington, Gilmore, Ft. Caroline National Memorial, Jacksonville University, Ponte Vedra, South Ponte Vedra Beach, Palm Valley, Palm Valley Landing, Palm Valley Road Bridge, San Pablo, Isle of Palms, South Isle of Palms, and Pablo Keys, utilizing also as irregular or alternate routes University Boulevard, Fort Caroline Road, St. Johns Bluff Road, Merrill Road, Rogero Road, Arlington Road, Mount Pleasant Road, Girvin Road, State Road 101A (San Pablo Road), State Road A1A (Ponte Vedra Beach Boulevard), State Road 210 (Palm Valley Road), State Road 210A (Solano Road and Roscoe Boulevard), and other streets, public highways and county roads in the vicinity.

HEARING: October 10, 1963, at 9:00 a.m., at 2255 Oak Street, Jacksonville, Fla.

Requests for procedural information, including the time for filing protests, concerning this application should be addressed to the Florida Railroad and Public Utilities Commission, Lock Drawer 810, Tallahassee, Fla., 32304, and should not be directed to the Interstate Commerce Commission.

State Docket No. MC 16715, filed September 4, 1963. Applicant: **SERVICE CARTAGE COMPANY, INC.**, 539 South Trenton, Tulsa, Okla. Applicant's attorney: Rufus H. Lawson, 2953 Northwest 22d Street (Post Office Box 5114), Oklahoma City, Okla. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of meats, fresh or salted, frozen or unfrozen, between all points in Oklahoma.

HEARING: October 18, 1963, at 10:00 a.m., in the Corporation Commission's Courtroom, Capitol Office Building, Oklahoma City, Okla.

Requests for procedural information, including the time for filing protests, concerning this application should be addressed to the Oklahoma Corporation Commission, 300 Capitol Office Building, Oklahoma City 5, Okla., and should not be addressed to the Interstate Commerce Commission.

State Docket No. 72-356-M (REPUBLICATION), filed July 26, 1963, published **FEDERAL REGISTER** issue of September 18, 1963. Applicant: **J & H TRUCK LINES, INC.**, 1442 North Hillside, Wichita, Kans. Applicant's attorney: John E. Jandera, 641 Harrison Street, Topeka, Kans. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *general commodities* (except those of unusual value, Classes A and B explosives, household goods, as defined by the Commission, commodities in bulk, and those requiring special equipment), between Wichita, Kans., and Coffeyville, Kans., serving to, from and between all intermediate points, from Wichita, Kans., thence southeasterly via Kansas Highway 15 to Udall, Kans., thence south via County Road No. 3, to its intersection with U.S. Highway 160, thence via U.S. Highway 160 to its intersection with U.S. Highway 169, approximately seven (7) miles east of Independence, Kans., thence south via U.S. Highway 169 to its intersection with U.S. Highway 166, at Coffeyville, Kans., thence west via U.S. Highway 166 to its intersection with U.S. Highway 77 at Arkansas City, Kans., thence north via U.S. Highway 77 to Winfield, Kans., and return over the same route; and (2) from Arkansas City, Kans., thence west via U.S. Highway 166 to its intersection with Interstate Highway 35, thence north via Interstate Highway 35 to Wichita, Kans., as an alternate route for operating convenience only. This applicant seeks concurrent motor carrier authorization in interstate or foreign commerce under section 206(a) (6) of the Interstate Commerce Act as amended October 15, 1963.

Note: The purpose of this republication is to show the correct State Docket No., and

designate Mr. John E. Jandera, attorney for applicant, as requested by the Director, Motor Carrier Division, Kansas Corporation Commission.

HEARING: October 30 and 31, 1963, at 10:00 a.m., in the Donahoe Hotel, 100 North Summit, Arkansas City, Kans.

Requests for procedural information, including the time for filing protests, concerning this application should be addressed to the Kansas State Corporation Commission, State Office Bldg., Motor Carrier Division, Topeka, Kans., and should not be addressed to the Interstate Commerce Commission.

By the Commission.

[SEAL]

HAROLD D. McCoy,
Secretary.

[F.R. Doc. 63-10418; Filed, Oct. 1, 1963; 8:46 a.m.]

[Notice No. 2]

APPLICATIONS FOR MOTOR CARRIER "GRANDFATHER" CERTIFICATE OF REGISTRATION

SEPTEMBER 27, 1963.

The following applications are filed under section 206(a) (7) of the Interstate Commerce Act, as amended October 15, 1962. These applications are governed by Special Rule 1.244, of the Commission's rules of practice published in the **FEDERAL REGISTER**, issue of December 8, 1962, page 12188, which provides, among other things, that protests to the granting of an application may be filed with the Commission within 30 days after the date of notice of filing of the application is published in the **FEDERAL REGISTER**. Failure seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. Protests shall set forth specifically the grounds upon which they are made and contain a concise statement of the interest of the protestant in the proceeding. Protests containing general allegations may be rejected. A protest filed under these special rules shall be served upon applicant's representative (or applicant, if no practitioner representing him is named). The original and six copies of the protests shall be filed with the Commission.

The special rules do not provide for publication of the operating authority, but the applications are available at the Commission's office in Washington, D.C., and the field offices.

Applications not included in this publication will be published at a later date.

ALABAMA

No. MC 121189 (Sub-No. 1), filed February 4, 1963. Applicant: **DUNAGAN TRANSPORTATION COMPANY INC.**, Post Office Box 32, Satsuma, Ala. Applicant's attorney: Hugh R. Williams, Post Office Box 6202 (Carolyn Station), Montgomery, Ala. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate Nos. 468, dated September 26, 1961; 1856, dated September 26, 1961, issued by the Alabama Public Service Commission.

No. MC 121447 (Sub-No. 1), filed January 14, 1963. Applicant: **ANNISTON MOTOR EXPRESS, INC.**, 920 West Ninth Street, Anniston, Ala. Applicant's attorney: Donald L. Morris, 1001 Bank for Savings Building, Birmingham 3, Ala. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 684, dated January 11, 1963, issued by the Alabama Public Service Commission.

No. MC 121541, filed February 12, 1963. Applicant: **DOUGLAS KALLAM**, Demopolis, Ala. Application filed to protect carrier's right, if any, to a Certificate of Registration under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 611, by order dated September 29, 1947, incorporated in order dated April 8, 1948 issued by the Alabama Public Service Commission. Applicant states that the State certificate was not registered under the former second proviso of section 206(a) (1) of the Interstate Commerce Act prior to October 15, 1962, because of the pendency of litigation.

No. MC 121546, filed February 3, 1963. Applicant: **G. A. HORNADAY, CECIL M. HORNADAY AND B. C. HORNADAY**, doing business as **HORNADAY BROTHERS**, Post Office Box 522, Monroeville, Ala. Applicant's attorney: J. Douglas Harris, 413 Bell Building, Montgomery, Ala. Application filed to protect carrier's right, if any, to a Certificate of Registration under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 647, dated January 5, 1951, issued by the Alabama Public Service Commission. Applicant states that the certificate was not registered under the former second proviso of section 206(a) (1) of the Interstate Commerce Act prior to October 15, 1962, because of the pendency of litigation.

ARIZONA

No. MC 98694 (Sub-No. 1), filed January 30, 1963. Applicant: **B-Z-BEE TRANSPORTATION & WAREHOUSE CO.**, 1146 North 19th Avenue, Phoenix, Ariz. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 3819, dated October 20, 1959, issued by Arizona Corporation Commission.

No. MC 99570 (Sub-No. 2), filed February 10, 1963. Applicant: **BRUCE CLUFF, VEDA CLUFF, ADMINISTRATION**, Box 71, Fredonia, Ariz. Authority sought to continue to operate as a common carrier under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 6957, dated March 15, 1957, issued by the Arizona Corporation Commission.

No. MC 120285 (Sub-No. 1), filed February 11, 1963. Applicant: **CECIL STEWART**, doing business as **ARIZONA TRUCKING COMPANY**, 1818 18th Street, Yuma, Ariz. Authority sought to continue to operate as a common car-

rier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 4081, dated April 10, 1959, issued by Arizona Corporation Commission.

No. MC 120308 (Sub-No. 1), filed February 12, 1963. Applicant: HENRY A. DALTON, 42 East Second Street, Tucson, Ariz. Applicant's attorney: James W. Lawson, 1000 16th Street NW., Washington 6, D.C. Application filed to protect carrier's right, if any, to a Certificate of Registration under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act pursuant to Certificate No. 7356, dated June 4, 1959, issued by the Arizona Corporation Commission. Applicant states that the certificate was not registered under the former second proviso of section 206(a) (1) of the Interstate Commerce Act prior to October 15, 1962, because of the pendency of litigation.

No. MC 120860 (Sub-No. 1), filed February 12, 1963. Applicant: HOLD-BROOK TRANSFER & STORAGE, INC., 4637 West Fairmont, Phoenix, Ariz. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificates Nos. 5136, and 3068, dated July 6, 1960, issued by the Arizona Corporation Commission.

No. MC 121384 (Sub-No. 1) (CORRECTION), filed February 9, 1963, published in FEDERAL REGISTER issue of June 12, 1963, corrected June 19, 1963, and republished as corrected this issue. Applicant: ARIZONA TRAILER CONVOY, INC., doing business as, ARIZONA TRAILER CONVOY, 1825 East Washington, Street, Phoenix 12, Ariz. The purpose of this republication is to show that A. Michael Bernstein does not represent applicant in this matter as shown in the previous publication.

ARKANSAS

No. MC 2207 (Sub-No. 1), filed February 11, 1963. Applicant: R. C. GILLESPIE, doing business as CROSS TRANSFER COMPANY, Post Office Box 435 (Cull Station), Camden, Ark. Application filed to protect carrier's right, if any, to a Certificate of Registration under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. B-162 dated August 29, 1957, issued by the Arkansas Commerce Commission. Applicant states that the certificate was not on file with the Interstate Commerce Commission on October 15, 1962, by reason of failure to receive notice of such requirement.

CALIFORNIA

No. MC 868 (Sub-No. 5) (CORRECTION), filed February 12, 1963 published in FEDERAL REGISTER issue June 12, 1963, and republished as corrected this issue. Applicant: SIGNAL TRUCKING SERVICE, LTD., 4455 Fruitland Avenue, Los Angeles 58, Calif. Applicant's attorney: Marshall G. Berol, 100 Bush Street, 21st Floor, San Francisco 4, Calif.

NOTE: The purpose of this republication is to correctly show the applicant's address as shown above, in lieu of that in previous publication.

No. MC 13154 (Sub-No. 2), filed February 11, 1963. Applicant: RUSSELL TRUCK COMPANY, 3421 South Malt Avenue, Los Angeles 22, Calif. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Decision No. 32530 dated November 8, 1939, issued by the California Public Utilities Commission.

No. MC 49862 (Sub-No. 2), filed January 21, 1963. Applicant: BAY FREIGHT LINES, 2200 Wood Street, Oakland, Calif. Applicant's representative: E. H. Griffiths, 451 Turk Street, Room 23, San Francisco 2, Calif. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Decision No. 60970, dated October 25, 1960, issued by the California Public Utilities Commission.

No. MC 73826 (Sub-No. 3), filed February 5, 1963. Applicant: HASLETT WAREHOUSE COMPANY, 680 Beach Street, San Francisco 19, Calif., and HASLETT WAREHOUSE COMPANY, 680 Beach Street, San Francisco 19, Calif., and HOWARD TERMINAL, 75 Market Street, Oakland 4, Calif. Applicant's attorney: Daniel W. Baker, 625 Market Street, San Francisco, Calif. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to certificates granted by Decisions No. 47146 dated May 13, 1952, and 62834 dated November 21, 1961, issued by the California Public Utilities Commission. As joint applicant with Howard Terminal, it also seeks a "grandfather" Certificate of Registration covering certificates granted by Decisions Nos. 59794 and 62711 acquired from Howard Terminal pursuant to approval of the Interstate Commerce Commission in No. MC-F-8221.

No. MC 96621 (Sub-No. 3), filed January 23, 1963. Applicant: G & H TRANSPORTATION, INC., 1501 Chapin Road, Montebello, Calif. Applicant's attorney: Carl H. Fritze, 1010 Wilshire Boulevard, Los Angeles 17, Calif. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate granted by Decision No. 54906, dated April 22, 1957, issued by the California Public Utilities Commission.

No. MC 99646 (Sub-No. 1), filed February 1, 1963. Applicant: GEORGE S. BUTLER, INC., 3530 Broadway, Post Office Box 34, Eureka, Calif., and BAY FREIGHT LINES, 2200 Wood St., Oakland, Calif., joint applicants. Applicant's representative: E. H. Griffiths, 451 Turk Street, Room 23, San Francisco 2, Calif. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate granted by Decision No. 43424 dated October 18, 1949 and No. 50629 dated October 13, 1954, issued by the Public Utilities Commission of California.

No. MC 99905 (Sub-No. 1) (CORRECTION), filed February 12, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished as corrected this issue. Applicant: ARTHUR MOSQUERA, SR., A. B. MOSQUERA AND MAXINE THOMAS, doing business as LOS ANGELES-SANTA BARBARA VAN LINES, 3623 Cahuenga Boulevard, Hollywood 28, Calif. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate granted by Decision 52098, dated October 18, 1955, and Permit Nos. 42-1330, 42-1331, 42-1643, and 42-1809, dated December 8, 1954, issued by the California Public Utilities Commission.

NOTE: The purpose of this republication is to show omitted permits.

No. MC 99952 (Sub-No. 1) (REPUBLICATION), filed January 28, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: THEODORE F. ROCKE, doing business as EAGLE TRUCK LINE, 1819 South Soto Street, Los Angeles 23, Calif., and EAGLE TRUCK LINES, INC., joint applicants. Applicant's attorney: Bertram S. Silver, 126 Post Street, Suite 600, San Francisco 8, Calif.

NOTE: The purpose of this republication is to show Eagle Truck Lines, Inc., as joint applicants.

No. MC 113759 (Sub-No. 5) (CORRECTION), filed January 9, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished as corrected this issue. Applicant: CONSTRUCTORS TRANSPORT CO., 1205 Date Street, Montebello, Calif. Applicant's attorney: Arthur H. Glanz, 639 South Spring Street, Los Angeles 14, Calif. Application filed to protect carrier's right, if any, to a certificate under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to certificates granted by Decisions No. 48899 and 61030 dated July 28, 1953 and November 7, 1960, respectively issued by the California Public Utilities Commission. Pursuant to the Interstate Commerce Commission's approval October 26, 1962, in No. MC-F 8259, applicant's operations are presently conducted by TIME Freight, Inc., under temporary authority pending disposition of application to purchase.

No. MC 120418 (Sub-No. 1), filed February 11, 1963. Applicant: SOUTHERN TANK LINES, 16613 Minnesota Street, Paramount, Calif. Applicant's attorney: Donald Murchison, 211 South Beverly Drive, Beverly Hills, Calif. Application filed to protect carrier's right, if any, to Certificate of Registration under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to certificate granted by Decision No. 44729 dated August 29, 1950, issued by the California Public Utilities Commission. The application is accompanied by a petition seeking reinstatement of applicant's Form BMC-75 statement in No. MC-120418.

No. MC 120498 (Sub-No. 1), filed February 12, 1963. Applicant: DANNY M. CAMPBELL, doing business as CAMP-

BELL TRUCK CO. AND CAMPBELL TRUCK, INC., joint applicants, 2270 Vineyard Avenue, Oxnard, Calif. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate granted by Decision No. 59596, dated February 1, 1960, issued by the California Public Utilities Commission.

No. MC 120505 (Sub-No. 1) (CORRECTION), filed February 11, 1963, published FEDERAL REGISTER issue of June 12, 1963, and corrected this issue. Applicant: **MILO R. BROWN AND MAURICE C. BROWN**, doing business as **TODD FREIGHT LINES**, Box 3716, Modesto, Calif., joint applicants with **TODD FREIGHT LINES, INC.** (same address as above). Applicant's representative: Charles D. Gilbert, Post Office Box 824, 702 North Wilson Way, Stockton, Calif. The purpose of this republication is to show applicants correct docket number, No. MC 120505 (Sub-No. 1), in lieu of No. MC 120506 (Sub-No. 1), as shown in previous publication, in error.

No. MC 120555 (Sub-No. 1), filed January 28, 1963. Applicant: **B. C. LAWSON DRAYAGE, INC.**, 1311 22d Street, San Francisco, Calif. Applicant's attorney: Bertram S. Silver, 126 Post Street, Suite 600, San Francisco 8, Calif. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate granted by Decision No. 62596, dated September 25, 1961, issued by the California Public Utilities Commission.

No. MC 120607 (Sub-No. 1), filed February 7, 1963. Applicant: **LAWSON-TAYLOR LINES, INC.** (M. W. Engleman, assignee), 2501 South Alameda Street, Los Angeles 58, Calif. Applicant's attorney: G. Alfred Roensch, 100 Bush Street, San Francisco 4, Calif. Application filed to protect carrier's right, if any, to a Certificate of Registration under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to certificate granted by Decision No. 53876, dated October 9, 1956, issued by the California Public Utilities Commission. Petition has been filed requesting reinstatement of the Form BMC 75 statement in No. MC-120607 on which the BOR-99 application is predicated.

No. MC 120898 (Sub-No. 1), filed February 3, 1963. Applicant: **JAMES P. MAUGH**, doing business as **STUCKI AND JIM'S TRUCK REPAIR SERVICE**, 6634 East Florence, Bell Gardens, Calif. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate granted by Decision No. 61593, dated February 28, 1961, issued by the California Public Utilities Commission.

No. MC 121319 (Sub-No. 1), filed January 28, 1963. Applicant: **MILLAGE TRUCKING, INC.**, 2620 Durahart Street, Riverside, Calif. Applicant's attorney: Bertram S. Silver, 126 Post Street, Suite 600, San Francisco 8, Calif. Authority sought to continue to operate as a common carrier, under the "grandfather"

provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificates granted by Decisions No. 44229, 47804, 48105, and 47947, dated May 23, 1950, October 7, 1952, December 22, 1952 and November 25, 1952 respectively, and No. 59804 dated March 22, 1960, as amended by No. 63073 dated January 9, 1962; No. 61352; No. 62204 dated June 27, 1961; and No. 63074 dated January 9, 1962, issued by the California Public Utilities Commission. Applicant also seeks "grandfather" rights covering Decision No. 64503, involved in litigation on October 15, 1962.

No. MC 121338 (Sub-No. 1) (CORRECTION), filed February 6, 1963, published FEDERAL REGISTER issue June 12, 1963, and republished as corrected this issue. Applicant: **TORREY TRUCKING, INC.**, Post Office Box 284, 900 West 17th Street, National City, Calif., and **PADRE FREIGHT LINES**, Sacramento, Calif., joint applicant. Applicant's attorney: G. Alfred Roensch, 21st Floor, 100 Bush Street, San Francisco 4, Calif.

NOTE: The purpose of this republication is to show **PADRE FREIGHT LINES**, as joint applicant.

No. MC 121549, filed February 11, 1963. Applicant: **MANUEL S. MANCEBO, MANUEL MANCEBO, JR., JOHN E. MANCEBO, AND JOE COELHO, JR.**, a partnership doing business as, **C & M TRUCK LINES, L** and **Alpine Streets**, Tulare, Calif. Applicant's representative: E. H. Griffiths, 451 Turk Street, Room 23, San Francisco 2, Calif. Application filed to protect carrier's right, if any, to a Certificate of Registration under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act pursuant to certificate granted by Decision No. 47469, dated July 31, 1962, issued by the California Public Utilities Commission. Applicant states certificate was not registered under the former second proviso of section 206(a) (1) of the Interstate Commerce Act prior to October 15, 1962, because of the pendency of litigation.

No. MC 125604 (Sub-No. 1), filed February 8, 1963. Applicant: **McCLOUD RIVER TRUCKING COMPANY**, a corporation, McCloud, Calif. Applicant's attorney: Frederick O. Koenig, 601 California Street, San Francisco 8, Calif. Application filed to protect carrier's right, if any, to a Certificate of Registration under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to certificate granted by Decision No. 64539, dated November 9, 1962, issued by the California Public Utilities Commission. Applicant states that the certificate was not registered under the former second proviso of section 206(a) (1) of the Interstate Commerce Act prior to October 15, 1962, because of the pendency of litigation.

COLORADO

No. MC 39963 (Sub-No. 2), filed December 10, 1962. Applicant: **ORVILLE JENKINS**, doing business as **ARVADA TRANSFER**, 7701 North Raleigh Street, Westminster, Colo. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of

section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 247, dated July 25, 1940, issued by the Colorado Public Utilities Commission.

No. MC 79148 (Sub-No. 2) (REPUBLICATION), filed February 11, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: **C. J. SCHULER (JENNIE BELLE SCHULER, ADMINISTRATRIX)**, doing business as **TELLURIDE TRANSFER**, Pacific Avenue, Telluride, Colo. and **JENNIE BELLE SCHULER AND ROBERT F. SCHULER**, doing business as **TELLURIDE TRANSFER**, joint applicants. Applicant's attorney: Sam L. Fairlamb, 305 Main Street, Post Office Box 289, Delta, Colo.

NOTE: The purpose of this republication is to show **Jennie Belle Schuler and Robert F. Schuler**, doing business as **Telluride Transfer**, joint applicants.

No. MC 98979 (Sub-No. 1), filed December 23, 1962. Applicant: **IVAN MILLER AND DWIGHT MILLER**, a partnership, doing business as **MILLER BROS. TRUCK LINES** (jointly with **Miller Bros., Inc.**), 6419 Sixth Avenue, Greeley, Colo. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate Nos. 1321 and 12251, dated February 9, 1954. (Decision No. 42037 dated February 9, 1954 and Decision No. 59657 dated November 21, 1962), issued by the Colorado Public Utilities Commission.

No. MC 114040 (Sub-No. 2), filed February 4, 1963. Applicant: **W. O. COLEMAN AND JACK K. COLEMAN**, a partnership, doing business as **GUNNISON TRUCK LINE**, 512 West Virginia Street, Gunnison, Colo. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 797 dated May 9, 1950, issued by the Colorado Public Utilities Commission.

No. MC 116999 (Sub-No. 2), filed February 11, 1963. Applicant: **EPHRAIM FREIGHTWAYS, INC.**, 1385 Umatilla Street, Denver, Colo. Applicant's attorney: Gilbert M. Westa, 931 14th Street, Suite 1300, Denver 2, Colo. Application filed to protect carrier's right, if any, to a Certificate of Registration under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act. Applicant states the State Certificate was not registered under the former second proviso of section 206(a) (1) of the Interstate Commerce Act prior to October 15, 1962, because of the pendency of litigation.

No. MC 121542, filed February 11, 1963. Applicant: **KELLER H. LIGHT**, doing business as **KIOWA VALLEY TRUCK LINE**, 5600 Brighton Boulevard, Denver, Colo. Applicant's attorney: Robert D. Means, Majestic Building, Denver 2, Colo. Application filed to protect carrier's right, if any, to a Certificate of Registration under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 3741, as extended by order dated December 31, 1962, issued by the Public Utilities Commission of Colorado.

Applicant states that the State Certificate was not registered under the former second proviso of section 206(a) (1) of the Interstate Commerce Act prior to October 15, 1962, because of pendency of litigation.

CONNECTICUT

No. MC 10501 (Sub-No. 2) (REPUBLICATION), filed December 28, 1962, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: FRANK H. KRANTZ, doing business as KRANTZ EXPRESS AND WAREHOUSE AND KRANTZ EXPRESS & WAREHOUSE, INC., joint applicants, 31 Franklin Street, East Hartford, Conn.

NOTE: The purpose of this republication is to show Krantz Express & Warehouse, Inc., as joint applicants.

No. MC 99415 (Sub-No. 1), filed February 12, 1963. Applicant: COADY TRANSPORTATION COMPANY, INC., Box 25, Mansfield Depot, Conn. Applicant's representative: Carmine Garofalo, 3814 Alton Place NW., Washington 16, D.C. Application filed to protect carrier's right, if any, to a Certificate of Registration under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. C-1137, issued by the Connecticut Public Utilities Commission. The application is accompanied by a petition seeking reinstatement of the BMC-75 statement in No. MC-99415.

GEORGIA

No. MC 99805 (Sub-No. 1), filed February 11, 1963. Applicant: SHIPPERS EXPRESS, INC., 1000 Watkins Street NW., Atlanta 18, Ga. Application filed to protect carrier's right, if any, to a Certificate of Registration under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 1060, issued October 18, 1961 by the Georgia Public Service Commission. The application is accompanied by a letter petitioning reinstatement of applicant's Form BMC-75 statement in No. MC-99805.

IDAHO

No. MC 121044 (Sub-No. 1), filed February 12, 1963. Applicant: ROY WILLIAMS, doing business as BOISE VALLEY PARCEL SERVICE, AND CITY DELIVERY SERVICE, INCORPORATED, joint applicants, 119 South 13th, Boise, Idaho. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Permit No. 213, last amended November 1, 1962, issued by the Idaho Public Utilities Commission.

ILLINOIS

No. MC 30350 (Sub-No. 2), filed February 7, 1963. Applicant: L. J. WELLENHOFER TRANSFER CO., a corporation, 141 East 16th Street, Chicago Heights, Ill. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 10157-MC-CP, dated October 3, 1956,

issued by the Illinois Commerce Commission.

No. MC 97736 (Sub-No. 2), filed January 10, 1963. Applicant: PICK UP & DELIVER, INC., 308 North Taylor Street, Chicago 7, Ill. *Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 6179-MC dated August 12, 1954, issued by the Illinois Commerce Commission.

No. MC 97838 (Sub-No. 1), filed February 11, 1963. Applicant: MILTON DAKOFF, doing business as LIGHTNING CARTAGE DELIVERY SERVICE, 4538 West Fillmore Street, Chicago, Ill. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 10974-MC dated January 13, 1955, issued by the Illinois Commerce Commission.

No. MC 97868 (Sub-No. 1) (REPUBLICATION), filed February 7, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: THEODORE A. WIEST (JOSEPH L. SHERMAN, EXECUTOR), AND HAROLD B. FROHLING, doing business as A. C. TRANSPORT SERVICE, and HAROLD B. FROHLING, doing business as A. C. TRANSPORT SERVICE, and FROHLING'S A. C. TRANSPORT SERVICE, INC., joint applicants, 919 Jericho Road, Aurora, Ill. Applicant's attorney: Calvin B. Thelin, Merchants National Bank Building, Aurora, Ill.

NOTE: The purpose of this republication is to show Frohling's A.C. Transport Service, Inc., as joint applicant.

No. MC 98917 (Sub-No. 1), filed February 12, 1963. Applicant: JEROME T. BERENS, doing business as BERENS EXPRESS, 620 North Greenbay Road, Waukegan, Ill. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 2721-MC-CP, dated October 5, 1954, issued by the Illinois Commerce Commission.

No. MC 120202 (Sub-No. 1), filed January 10, 1963. Applicant: HARVEY E. HENRY, doing business as HENRY TRUCKING COMPANY, 953 East Rodney Drive, Cape Girardeau, Mo. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 18966-MC, dated January 13, 1960, issued by the Illinois Commerce Commission.

No. MC 120300 (Sub-No. 1), filed February 12, 1963. Applicant: ACTION MOTOR FREIGHT, INC., 5501 West 131st Street, Crestwood, Ill. Application filed to protect carrier's right, if any, to a Certificate of Registration under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 18573-MC, dated October 8, 1958, issued by the Illinois Commerce Commission. Applicant states that the State Certificate was not registered under the former

second proviso of section 206(a) (1) of the Interstate Commerce Act prior to October 15, 1962, because of pendency of litigation.

No. MC 120802 (Sub-No. 1), filed December 13, 1962. Applicant: KENNETH C. KOCH AND ELMYRA M. KOCH, doing business as CHILLICOTHE CARTAGE, Chillicothe, Ill. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 5897-MC-CP, dated August 19, 1954, issued by the Illinois Commerce Commission.

No. MC 120885 (Sub-No. 1), filed February 12, 1963. Applicant: HEIMBERG CARTAGE CO., INC., 3420 West 60th Street, Chicago 29, Ill. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 9115-MC, dated February 20, 1961, issued by the Illinois Commerce Commission.

No. MC 120925 (Sub-No. 1), filed February 11, 1963. Applicant: EARL J. BISHOP, doing business as EARL J. BISHOP & CO., 3108 South Emerald Street, Chicago, Ill. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 12332-MC, dated December 20, 1960, issued by the Illinois Commerce Commission.

No. MC 120982 (Sub-No. 1), filed January 25, 1963. Applicant: LOUIS BRESLER, doing business as ENGELS MOTOR SERVICE, 234 South Forest Avenue, Palatine, Ill. Applicant's attorney: Paul J. Maguire, 111 West Washington Street, Chicago 2, Ill. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 16466 MC, dated November 21, 1962, issued by the Illinois Commerce Commission. Applicant has on file under the former second proviso of section 206(a) (1) of the Act, a certificate of that number dated July 31, 1958. The application is accompanied by a statement that application for amended certificate was filed with the Illinois Commerce Commission on or about December 18, 1961, and that the certificate was issued November 21, 1962.

No. MC 121115 (Sub-No. 1) (CORRECTION), filed February 11, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished as corrected this issue. Applicant: R. SCHIERHORN CARTAGE COMPANY, a corporation, 3300 North River Road, Franklin Park, Ill.

NOTE: The purpose of this republication is to show the proper spelling of the Schierhorn Cartage Company. Schierborn was printed in previous publication, in error.

No. MC 121151 (Sub-No. 1), filed February 11, 1963. Applicant: MARIE DEWALL, doing business as DEWALL TRANSFER SERVICE, 315 South State Street, Freeport, Ill. Authority sought to continue to operate as a common car-

rier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. Ill. C.C. 10529-MC-C, dated May 25, 1960, issued by the Illinois Commerce Commission.

No. MC 121399 (Sub-No. 1), filed February 11, 1963. Applicant: WELLER TRUCK SERVICE, INC., 820-822 West Cormak Road, Chicago, Ill. Applicant's representative: Anthony T. Thomas, 3554 South Archer Avenue, Chicago 9, Ill. Application filed to protect carrier's right if any to a Certificate of Registration under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 12664-MC, dated March 23, 1960, issued by the Illinois Commerce Commission. Applicant states that the State Certificate was not registered under the former second proviso of section 206(a) (1) of the Interstate Commerce Act, prior to October 15, 1962, because of pendency of litigation.

No. MC 121404 (Sub-No. 1) (REPUBLICAN), filed February 7, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: FRANK L. ROSSI, doing business as LEADER CARTAGE CO. AND LEADER CARTAGE, INC., joint applicants, 4909 West Roosevelt Road, Cicero 50, Ill.

NOTE: The purpose of this republication is to show LEADER CARTAGE, INC., as joint applicant.

No. MC 121481 (Sub-No. 1), filed February 12, 1963. Applicant: LARSEN TRUCKING INCORPORATED, 3850 North 25th Street, Schiller Park, Ill. Applicant's representative: John W. Wurster, 2426 West Greenleaf Avenue, Chicago 45, Ill. Application filed to protect carrier's right, if any, to a Certificate of Registration under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act pursuant to Certificate No. 11538-MC dated November 8, 1961, issued by the Illinois Commerce Commission. The application is accompanied by a letter petitioning reconsideration of order of the Commission, Operating Rights Board No. 2, refusing to accept the carrier's BMC-75 Statement in No. MC-121481.

No. MC 121488, filed February 6, 1963. Applicant: TESSIE LANCE, 4550 South McDowell Street, Chicago, Ill., and CARTA-BACK, INC., 601 West 51st Street, Chicago, Ill., joint applicants. Applicant's attorney: Harold E. Marks, 208 South LaSalle Street, Chicago 4, Ill. Application filed to protect carrier's right, if any, to a Certificate of Registration under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 11672-MC, dated September 28, 1962, issued by the Illinois Commerce Commission. A BMC-75 statement covering this certificate was submitted to the Interstate Commerce Commission October 5, 1962, and was pending October 15, 1962.

No. MC 121514, filed January 16, 1963. Applicant: NOVAK MOTOR SERVICE, INC., 8207 Joliet Road, McCook, Ill. Application filed to protect carrier's right, if any, to a Certificate of Registration

under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 7593-MC dated June 30, 1960, issued by the Illinois Commerce Commission. A BMC-75 statement covering this certificate was submitted to the Interstate Commerce Commission on June 4, 1962, and was pending October 15, 1962.

No. MC 121544, filed February 12, 1963. Applicant: EDWARD DEVITT, doing business as FRANK'S FORWARDING CO., 400 South Catharine Avenue, LaGrange, Ill. Applicant's attorney: Paul J. Maguire, 111 West Washington Street, Chicago 2, Ill. Application filed to protect carrier's right, if any, to Certificate of Registration under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to the Certificate No. 8118-MC, dated December 17, 1962, issued by the Illinois Commerce Commission. Applicant states that the State Certificate was not registered under the former second proviso of section 206(a) (1) of the Interstate Commerce Act, prior to October 15, 1962, because of pendency of litigation.

INDIANA

No. MC 58214 (Sub-No. 3), filed February 8, 1963. Applicant: ROOT TRANSIT, INC., Hodell and Prospect Street, Shelbyville, Ind. Applicant's attorney: Walter F. Jones, Jr., 1017-19 Chamber of Commerce Building, Indianapolis 4, Ind. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate Nos. 1-A, 1, August 21, 1935; and 1-A, 2 (Corrected), November 1, 1935, issued by the Indiana Public Service Commission.

No. MC 58637 (Sub-No. 5), filed January 28, 1963. Applicant: TEEPLE TRUCK LINES, INC., 122 East Oak Street, Decatur, Ind. Applicant's attorney: Ferdinand Born, 1017-19 Chamber of Commerce Building, Indianapolis 4, Ind. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 5790-A, 1, dated May 18, 1956, issued by the Indiana Public Service Commission.

No. MC 56931 (Sub-No. 2), filed February 12, 1963. Applicant: GEORGE A. KING, doing business as KING TRANSFER, Onawa, Iowa. Applicant's attorney: E. A. Hutchison, 420 Security Bank Building, Sioux City 1, Iowa. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 355 as extended September 5, 1957, issued by the Iowa State Commerce Commission. Applicant also claims "grandfather" rights covering Iowa Certificate No. 237 leased from Holderoft Transportation Company for an indefinite period of time commencing January 14, 1952.

No. MC 120277 (Sub-No. 1) (CORRECTION), filed December 21, 1962, published FEDERAL REGISTER issue June 12, 1963 and republished as corrected this issue. Applicant: CONRAD FREIGHT LINES, INC. AND JAMES W. CONARD,

doing business as CONARD FREIGHT LINE, joint applicants, 7014 Del Matro, Des Moines, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines, Iowa.

NOTE: The purpose of this republication is to correct the spelling of CONARD and to show JAMES W. CONARD as joint applicant.

No. MC 120603 (Sub-No. 1), filed December 12, 1962. Applicant: JAMES M. ATWOOD, doing business as ATWOOD MOTOR FREIGHT, 1437 Boyd Street, Des Moines, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 58, dated June 13, 1960, issued by the Iowa State Commerce Commission.

KANSAS

No. MC 54540 (Sub-No. 2), filed February 12, 1963. Applicant: C. C. McNelly, doing business as MACK'S TRUCK SERVICE, Box 634, Great Bend, Kans. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate Route No. 862, dated January 15, 1940, issued by the Kansas Corporation Commission.

No. MC 120781 (Sub-No. 1) (CORRECTION), filed December 31, 1962, published in FEDERAL REGISTER issue of June 12, 1963, corrected June 24, 1963, and republished as corrected this issue. Applicant: L. V. HANNA, doing business as SUNFLOWER STAGES, 1109 Commercial Street, Emporia, Kans. Applicant's attorney: C. Zimmerman, 503 Schweiter Building, Wichita 2, Kans. The purpose of this republication is to show C. Zimmerman as applicant's attorney and to show authority is sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate Route No. 5674 in addition to Certificate Route No. 5624.

LOUISIANA

No. MC 87511 (Sub-No. 10), filed January 30, 1963. Applicant: SAIA MOTOR FREIGHT LINE, INC., Houma Air Station, Post Office Box 10157, Houma, La. and SAIA RENTAL COMPANY, lessor, and MRS. AMAZE V. BARRAS, doing business as BARRAS TRANSFER LINE, lessor, joint applicants. Applicant's attorney: Joseph L. Waitz, Houma, La. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 504 dated December 18, 1959, as amended by No. 504-A dated August 9, 1960, issued by the Louisiana Public Service Commission. Applicant also claims "grandfather" rights covering Louisiana Certificates No. 505 dated November 10, 1959, as amended by No. 505-A dated July 26, 1950, and No. 5185-E leased for a period ending January 30, 1968; and Nos. 511 (reassigned No. 512) dated November 10, 1959, leased

for a period ending November 9, 1961, but automatically renewable from year to year. Certificates Nos. 5059 and 5185-E are leased by Saias, Inc. from Mrs. Amaze V. Barras, doing business as Barras Transfer Lines, acquired by Louis Saia, doing business as Saia Motor Freight Line, through sublease and assigned by him to Saia Motor Freight Line, Inc., and Certificate No. 512 from Saia Rental Company, pursuant to approval of the Louisiana Public Service Commission. Applicant is joined by Saia Rental Company in this application so far as the latter certificate is involved.

MAINE

No. MC 28806 (Sub-No. 3) (REPUBLICATION), filed January 24, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: HAROLD A. MOORE, doing business as MOORE'S EXPRESS, Box 16, Ellsworth Falls, Maine, and MAYNARD BLANCHARD AND THOMAS NEWMAN, a partnership, doing business as ACADIA EXPRESS COMPANY, Manset Post Office, Southwest Harbor, Maine, joint applicants. Applicant's attorney: Francis E. Barrett, Professional Building, 25 Bryant Avenue, East Milton 86 (Boston), Mass.

NOTE: The purpose of this republication is to show Maynard Blanchard and Thomas Newman, a partnership, doing business as ACADIA EXPRESS COMPANY, joint applicants.

No. MC 58368 (Sub-No. 1), filed February 12, 1963. Applicant: RALPH O. LEACH, Islesboro, Maine. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 157, dated April 6, 1944, issued by the Maine Public Utilities Commission.

No. MC 120809 (Sub-No. 1) (CORRECTION), filed January 9, 1963, published in FEDERAL REGISTER issue June 12, 1963 and republished as corrected this issue. Applicant: WALTER C. GARLAND, Woodside Road, Brunswick, Maine, and THIBEAULT EXPRESS, INC., Paul Street, Brunswick, Maine, joint applicants. Applicant's attorney: Frederick T. McGonagle, 443 Congress Street, Room 414, Portland, Maine. By order entered October 25, 1962, the Maine Public Utilities Commission approved transfer of the certificate to Thibault Express, Inc. and has reissued to the latter carrier a consolidated certificate incorporating applicant's rights.

No. MC 120878 (Sub-No. 1) (CORRECTION), filed January 9, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished as corrected this issue. Applicant: THIBEAULT EXPRESS, INC., Paul Street, Brunswick, Maine. Applicant's attorney: Frederick T. McGonagle, 443 Congress Street, Room 414, Portland, Maine. Applicant has registered with the Interstate Commerce Commission Maine Certificate No. 78 dated February 23, 1961. It acquired Certificate No. 178, as amended and reissued October 25, 1962, from Walter C. Garland, pursuant to transfer, and is

joint applicant in the BOR-99 application of Walter G. Garland, No. MC-120809, covering that certificate.

MASSACHUSETTS

No. MC 10367 (Sub-No. 4) (CORRECTION), filed January 23, 1963, published in FEDERAL REGISTER issue June 12, 1963, corrected June 17, 1963 and republished as corrected this issue. Applicant: CHELSEA CONTRACTING & TRUCKING CO., a corporation, 140 Third Street, Chelsea 50, Mass. Applicant's representative: Frank J. Weiner, 182 Forbes Building, Forbes Road, Braintree 84, Mass. The purpose of this republication is to show Frank J. Weiner as the applicant's representative, in lieu of attorney, as shown in previous publication, in error.

No. MC 27889 (Sub-No. 2), filed February 8, 1963. Applicant: SALVATORE CIANCIGLI, doing business as TOODY'S EXPRESS, 15 Keayne Street, Revere, Mass. Applicant's attorney: George C. O'Brien, Eighth Floor, 33 Broad Street, Boston 9, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 3197, dated February 10, 1950, issued by the Massachusetts Department of Public Utilities.

No. MC 54657 (Sub-No. 2), filed February 11, 1963. Applicant: JOSEPH MARFONGELLI, doing business as SALEM SERVICE EXPRESS, 42 Jefferson Avenue, Salem, Mass., and CARLO MARFONGELLI and JOSEPH MARFONGELLI, a partnership, doing business as SALEM SERVICE EXPRESS, joint applicants. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 199, issued by the Massachusetts Department of Public Utilities.

No. MC 54779 (Sub-No. 1) (CORRECTION), filed January 24, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished as corrected this issue. Applicant: CHANDLER'S EXPRESS INC., 23 Beacon Boulevard, Peabody, Mass.

NOTE: The purpose of this republication is to show applicant's correct docket number, No. MC 54779 (Sub-No. 1), in lieu of No. MC 54799 (Sub-No. 1), as shown in previous publication, in error.

No. MC 56803 (Sub-No. 1), filed February 7, 1963. Applicant: SAMUEL TAPLIN, 92 Davis Avenue, Brookline, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 1117, June 5, 1946, issued by the Massachusetts Department of Public Utilities.

No. MC 57947 (Sub-No. 1), filed February 8, 1963. Applicant: JOSEPH F. O'BRIEN, doing business as O'BRIEN BROS. EXPRESS CO., Malden, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate Nos. 387, dated Jan-

uary 2, 1942 and 4482, dated January 8, 1942, issued by the Massachusetts Department of Public Utilities.

No. MC 58468 (Sub-No. 1), filed February 10, 1963. Applicant: EVERETT A. HOPWOOD (FRED D. HENDRICK, ADMINISTRATOR), doing business as HOPPY'S ICE & OIL SERVICE, 1200 Montello Street, Brockton, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 5268, dated November 3, 1962, issued by the Massachusetts Department of Public Utilities.

No. MC 58591 (Sub-No. 1), filed February 11, 1963. Applicant: MT. VERNON MOTOR TRANSPORTATION CO., INC., 14 Marathon Street, Arlington, Mass. Applicant's attorney: Anthony S. Fiore, 180 Walnut Street, Somerville 45, Mass. Authority sought to continue to operate as a common carrier under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 3434, dated January 26, 1945, issued by the Massachusetts Department of Public Utilities.

No. MC 58639 (Sub-No. 3) (CORRECTION), filed December 28, 1962, published in the FEDERAL REGISTER of June 12, 1963, and republished as corrected this issue. Applicant: COLONIAL WAREHOUSE & DISTRIBUTING CO., INC., 122-124 Central Street, Worcester 8, Mass.

NOTE: The purpose of this republication is to show applicant's correct Sub-No. MC 58639 (Sub-No. 3), in lieu of MC 58639 (Sub-No. 1), as shown in previous publication, in error.

No. MC 58712 (Sub-No. 1), filed February 6, 1963. Applicant: HERBERT G. GIROUX, JR., doing business as GIROUX'S EXPRESS, 28 Bradner Way, North Weymouth, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate Nos. 205, dated October 29, 1934, and 4940, dated May 16, 1945, issued by the Massachusetts Department of Public Utilities.

No. MC 58759 (Sub-No. 1), filed February 6, 1963. Applicant: WARDELL'S MOTOR TRANSPORTATION, INC., 116 Carol Drive, Dedham, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 1739, dated November 30, 1944, issued by the Massachusetts Department of Public Utilities.

No. MC 73834 (Sub-No. 2), filed February 12, 1963. Applicant: INDUSTRIAL TRUCKING CO., INC., 92 Foster Street, Peabody, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate Nos. 605 and 3493, dated February 12, 1954, issued by the Massachusetts Department of Public Utilities.

No. MC 85648 (Sub-No. 1), filed February 11, 1963. Applicant: EDWARD F. KENDER, doing business as ECHO TRANSPORTATION CO. and DONALD

E. EITTELMAN, doing business as ECHO TRANSPORTATION CO., joint applicants, Green's Trailer Park, Southwest Cutoff, Worcester, Mass. Applicant's representative: Arthur A. Wentzell, Post Office Box 720, Worcester 1, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 1411, October 9, 1962, issued by the Massachusetts Department of Public Utilities.

No. MC 96691 (Sub-No. 1), filed February 11, 1963. Applicant: E. B. TRANS CO., INC., 34 Webcowet Road, Arlington, Mass. Applicant's attorney: Anthony S. Fiore, 180 Walnut Street, Somerville 45, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 1180, dated on or about April 15, 1957, issued by the Massachusetts Department of Public Utilities.

No. MC 96911 (Sub-No. 1) (REPUBLICATION), filed February 7, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: CHARLES HURVITZ, doing business as SPRUCE TRANS, 255 Spruce Street, Chelsea, Mass., and SPRUCE TRANS. CO., INC., Chelsea, Mass., joint applicants. Applicant's representative: Arthur A. Wentzell (mailing address: 539 Hartford Turnpike, Post Office Box 720, Shrewsbury, Mass.), Worcester 1, Mass.

NOTE: The purpose of this republication is to show SPRUCE TRANS. CO., INC., Chelsea, Mass., as joint applicant.

No. MC 97101 (Sub-No. 1) (CORRECTION), filed December 19, 1962, published in FEDERAL REGISTER issue June 12, 1963, and republished as corrected this issue. Applicant: CURRAN-MORTON OF LOWELL, INC., 93 Bridge Street, Lowell, Mass.

NOTE: The purpose of this republication is to show the correct docket No. MC 97101 (Sub-No. 1), rather than MC 97109 (Sub-No. 1), as previously published, in error.

No. MC 97216 (Sub-No. 1), filed February 6, 1963. Applicant: FREDERICK H. ROCHE, doing business as ROCHE TRANSPORTATION CO., 59 Bailey Road, Somerville, Mass. Applicant's attorney: George C. O'Brien, Eighth Floor, 33 Broad Street, Boston 9, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 1250, dated September 13, 1948, issued by the Massachusetts Department of Public Utilities.

No. MC 97421 (Sub-No. 1), filed February 12, 1963. Applicant: GEORGE H. MORGAN, doing business as WAKEFIELD EXPRESS, Post Office Box 243, Wakefield, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate Nos. 947, July 15, 1949; 2331, July 15, 1949, issued by the Massachusetts Department of Public Utilities.

No. MC 97745 (Sub-No. 1), filed February 6, 1963. Applicant: CHARLES N. SIMOURIAN, doing business as STATE EXPRESS, 49 Elm Street, Watertown, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 3001, dated June 20, 1950, issued by the Massachusetts Department of Public Utilities.

No. MC 98075 (Sub-No. 1), filed February 12, 1963. Applicant: HENRY J. JANSON, doing business as H & P TRUCKING COMPANY, 108 High Street, Danvers, Mass., and H & P TRUCKING COMPANY, INC., joint applicants. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 3192, dated June 26, 1962, issued by the Massachusetts Department of Public Utilities.

No. MC 98247 (Sub-No. 1), filed February 12, 1963. Applicant: ALFRED M. CARROLL, doing business as CARROLL'S EXPRESS, 24 Spring Hill Road, Hyde Park, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate Nos. 173, and 1807 dated May 11, and May 10, 1944 respectively, issued by the Massachusetts Department of Public Utilities.

No. MC 98330 (Sub-No. 1), filed February 8, 1963. Applicant: CITY TRANSFER OF LOWELL, INC., Post Office Box 32, Lowell, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 6076, dated March 19, 1952, issued by the Massachusetts Department of Public Utilities.

No. MC 98697 (Sub-No. 1) (REPUBLICATION), filed February 5, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: REGAL TRUCK LINES, INC., 103 Fulkerson Street, Cambridge, Mass., and NASON'S EXPRESS, INC., Mattapan, Mass., joint applicants.

NOTE: The purpose of this republication is to show Nason's Express, Inc. as joint applicant.

No. MC 98772 (Sub-No. 1), filed February 11, 1963. Applicant: ATHOL MOTOR TRANSPORTATION, INC., 37 North Street, Erving, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate Nos. 1074 and 796B, dated May 4, 1953, issued by the Massachusetts Department of Public Utilities.

No. MC 98797 (Sub-No. 1), filed February 11, 1963. Applicant: JOSEPH PICARIELLO, INC., Boston Street, Middleton, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 3519, dated November 9, 1954, issued by

the Massachusetts Department of Public Utilities.

No. MC 98803 (Sub-No. 1), filed January 23, 1963. Applicant: FREDERICK A. REED, JR., doing business as SPEEDWAY EXPRESS, 280 Russell Road, Westfield, Mass. Applicant's attorney: Henry Scharoff, Westfield Savings Bank Building, Westfield, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate Nos. 801, dated October 11, 1960, and 5415, dated October 25, 1960, issued by the Massachusetts Department of Public Utilities.

No. MC 98991 (Sub-No. 1), filed February 11, 1963. Applicant: JOHN E. TRAINOR, doing business as J. E. TRAINOR TRANSPORTATION, 64 Faxon Road, North Quincy 71, Mass. Authority sought to continue to operate as a common carrier under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 5694, dated November 13, 1953, issued by the Massachusetts Department of Public Utilities.

No. MC 99305 (Sub-No. 1), filed January 25, 1963. Applicant: WOLFF'S EXPRESS COMPANY, INC., 29 Concord Street, Lowell, Mass. Applicant's attorney: Mary E. Kelley, 10 Tremont Street, Boston 8, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate Nos. 5253 and 197, dated January 1, 1955, issued by the Massachusetts Department of Public Utilities.

No. MC 99350 (Sub-No. 1), filed February 12, 1963. Applicant: VINCENT JAMES SARDO, doing business as CHARLES SARDO TRUCKING, 485 Washington Avenue, Revere, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 4932, dated April 19, 1954, issued by the Massachusetts Department of Public Utilities.

No. MC 99373 (Sub-No. 2), filed February 5, 1963. Applicant: SIGFRIED V. JOHANSSON, doing business as CITY DELIVERY SERVICE, 172 Elm Street, Leominster, Mass., and CITY DELIVERY SERVICE, INC., joint applicants. Applicant's attorney: Jeanne M. Hes-sion, 64 Harvest Street, Dorchester, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 2628, dated April 8, 1955, issued by the Massachusetts Department of Public Utilities.

No. MC 99572 (Sub-No. 1) (REPUBLICATION), filed February 4, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: JOHN M. KLINE, doing business as MARLBORO TRANSPORTATION, 475 Elm Street, Marlboro, Mass., and JOHN M. KLINE & SONS, INC., doing business as MARLBORO TRANSPORTATION, Marlboro, Mass., joint applicants.

NOTE: The purpose of this republication is to show John M. Kline & Sons, Inc., doing business as Marlboro Transportation, as joint applicants.

No. MC 99733 (Sub-No. 1), filed February 11, 1963. Applicant: EUGENE SPEAR, doing business as E. SPEAR & CO., 7 Cox Court, Beverly, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 3374, dated January 29, 1957, issued by the Massachusetts Department of Public Utilities.

No. MC 99738 (Sub-No. 2), filed February 11, 1963. Applicant: FRANK DIMODANA, JR., doing business as DIMODANA TRANS, 78 Middlesex Street, Lowell, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 1518, dated June 13, 1960, issued by the Massachusetts Department of Public Utilities.

No. MC 99754 (Sub-No. 1), filed February 4, 1963. Applicant: JET TRANSPORTATION INC., 8 French Terrace, Watertown, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 2317, dated January 1, 1956, issued by the Massachusetts Department of Public Utilities.

No. MC 99839 (Sub-No. 1), filed December 26, 1962. Applicant: REX MOTOR TRANS. INC., 41 Mangles Street, Medford, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate Nos. 5969, dated March 8, 1956; 5969 (correction), dated March 20, 1956, issued by the Massachusetts Department of Public Utilities.

No. MC 99848 (Sub-No. 1), filed February 6, 1963. Applicant: J. F. LUX TRANS. CO., INC., 206 Washington Street, Woburn, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 6650, dated August 24, 1956, issued by the Massachusetts Department of Public Utilities.

No. MC 99912 (Sub-No. 1), filed February 6, 1963. Applicant: BARRY & FOLEY MOTOR TRANSPORTATION, INC., 2 Keese Street, Worcester, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate Nos. 300 dated January 8, 1957, and 1598, dated January 8, 1957, issued by the Massachusetts Department of Public Utilities.

No. MC 99927 (Sub-No. 1), filed February 11, 1963. Applicant: QUIK DELIVERIES, INC., 15 Putnam Lane (Rear), Worcester, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to

Certificate No. 5494, dated September 28, 1960, issued by the Massachusetts Department of Public Utilities.

No. MC 99940 (Sub-No. 1), (CORRECTION), filed February 4, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished as corrected this issue. Applicant: PURITAN EXPRESS CO. OF SPRINGFIELD, INC., 842 Alden Street, Springfield, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate Nos. 104 dated January 1, 1957, and 5685, dated June 9, 1960, issued by the Massachusetts Department of Public Utilities.

NOTE: The purpose of this republication is to show Certificate No. 104, omitted in previous publication.

No. MC 99959 (Sub-No. 1), filed February 6, 1963. Applicant: MORLEY'S SERVICE INC., 357 Binney Street, Cambridge, Mass. Authority sought to continue to operate as a common carrier under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 6106, dated January 2, 1957, issued by the Massachusetts Department of Public Utilities.

No. MC 108817 (Sub-No. 2), filed February 6, 1963. Applicant: HENRY J. WILLIAMS, doing business as WILLIAMS EXPRESS, 26 Boston Street, Salem, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 1979, dated February 28, 1948, issued by the Massachusetts Department of Public Utilities.

No. MC 120341 (Sub-No. 2), filed February 11, 1963. Applicant: SUB-URBAN TRANS CO., INC., B & A Railroad Station, Central Street, Post Office Box 249, Milford, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 1622, April 27, 1959, issued by the Massachusetts Department of Public Utilities.

No. MC 120451 (Sub-No. 1), filed February 11, 1963. Applicant: HUBBARD MOVERS, INC., Corner of Main and Chestnut Streets, Gardner, Mass. Applicant's attorney: John F. Bohman, Bohman Building, 335 East Broadway, Gardner, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 4321, dated August 19, 1959, issued by the Massachusetts Department of Public Utilities.

No. MC 120497 (Sub-No. 1) (REPUBLICATION), filed January 29, 1963, published FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: JOHN BRENNAN, doing business as MORRIS EXPRESS CO., 319 Chelsea Street, East Boston, Mass., and PARSONS TRANS, INC., joint applicants. Applicants' representative: Ar-

thur A. Wentzell, Post Office Box 720, Worcester 1, Mass.

NOTE: The purpose of this republication is to show Parsons Trans. Inc., as joint applicant.

No. MC 120502 (Sub-No. 1), filed February 6, 1963. Applicant: BAY STATE EXPRESS CO., INC., 13 Blanchard Street, Lynn, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 4731, dated December 21, 1959, issued by the Massachusetts Department of Public Utilities.

No. MC 120748 (Sub-No. 1), filed February 6, 1963. Applicant: SANTUCCI TRUCKING CO., INC., 118 Main Street, Milford, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 4691, dated May 27, 1960, issued by the Massachusetts Department of Public Utilities.

No. MC 120818 (Sub-No. 1), filed February 12, 1963. Applicant: RHUE'S EXPRESS OF BROCKTON, INC., 960 Temple Street, Whitman, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 3283, dated December 16, 1960, issued by the Massachusetts Department of Public Utilities.

No. MC 121033 (Sub-No. 1), filed January 23, 1963. Applicant: E. M. LYNCH, INC., doing business as WAYSIDE TRANSPORTATION CO., 530 Somerville Avenue, Somerville, Mass. Applicant's attorney: George C. O'Brien, Eighth Floor, 33 Broad Street, Boston 9, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 2307, dated July 28, 1961, issued by the Massachusetts Department of Public Utilities.

No. MC 121101 (Sub-No. 1), filed February 4, 1963. Applicant: FORGE VILLAGE TRANSPORTATION CO., INC., Pleasant Street, Forge Village, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 1768, dated March 5, 1958, issued by the Massachusetts Department of Public Utilities.

No. MC 121187 (Sub-No. 1), filed February 6, 1963. Applicant: DEL GRECO TRANS., INC., 53 Keayne Street, Revere, Mass. Applicant's attorney: George C. O'Brien, Eighth Floor, 33 Broad Street, Boston 9, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 5633, dated March 28, 1958, issued by the Massachusetts Department of Public Utilities.

No. MC 121224 (Sub-No. 1), filed January 21, 1963. Applicant: PHILIP J. BARONI, doing business as PHILIP J. BARONI ENTERPRISES AND BARONI

MOTOR TRANS, INC., 63 Central Square, Bridgewater, Mass. Applicant's attorney: Newman A. Flanagan, 104 Barristers Hall, Pemberton Square, Boston 8, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 5681, November 6, 1962, issued by the Massachusetts Department of Public Utilities.

No. MC 121316 (Sub-No. 1), filed February 12, 1963. Applicant: M K & SONS EXPRESS, INC., 69 Lynn Street, Peabody, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 3642, dated January 1, 1962, issued by the Massachusetts Department of Public Utilities.

No. MC 121370 (Sub-No. 1), filed February 6, 1963. Applicant: WALLACE D. POLLARD, doing business as POLLARD TRANSPORTATION CO., 35 Davis Street, Marlboro, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 2301, dated December 15, 1950, issued by the Massachusetts Department of Public Utilities.

No. MC 121474 (Sub-No. 1), filed February 4, 1963. Applicant: ALFRED CATALON, doing business as LISCHNER EXPRESS, 277 Fourth Street, Fall River, Mass. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 5398, dated August 29, 1962, issued by the Massachusetts Department of Public Utilities.

No. MC 121548, filed January 18, 1963. Applicant: JOSEPH R. SPINA, doing business as BATCHELDER'S EXPRESS, 12 Ware Street, Lynn, Mass. Applicant's attorney: George C. O'Brien, 33 Broad Street, Boston, Mass. Application filed to protect carrier's right, if any, to a Certificate of Registration under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 211, dated April 3, 1962, issued by the Massachusetts Department of Public Utilities, and acquired by transfer March 2, 1962. Applicant states that the State Certificate was not registered under the former second proviso of section 206(a)(1) of the Interstate Commerce Act prior to October 15, 1962, because of pendency of litigation.

MINNESOTA

No. MC 97696 (Sub-No. 1) (REPUBLICATION), filed February 8, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: LEE VERNE PETERSON, doing business as PETERSON TRANSFER, Center City, Minn., and MALCOLM M. MORLEY AND JOHN M. MORLEY, doing business as, MORLEY TRANSFER, Forest Lake, Minn., joint applicants. Applicant's representative: A. R. Fowler, Associated Motor Carriers Tariff Bureau, 2288 University Avenue, St. Paul 14, Minn.

NOTE: The purpose of this republication is to show Malcolm M. Morley and John M. Morley, doing business as Morley Transfer, Forest Lake, Minn., as joint applicants.

No. MC 120469 (Sub-No. 1), filed January 30, 1963. Applicant: GERALD H. STRATING, doing business as ST. CLOUD-DULUTH TRUCK LINES, 318 Northwest Railroad Avenue, Mora, Minn. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 1564, dated September 21, 1959, issued by the Minnesota Railroad and Warehouse Commission.

MISSOURI

No. MC 1615 (Sub-No. 4) (CORRECTION), filed February 8, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished as corrected this issue. Applicant: LLOYD BRANSON, Higginsville, Mo.

NOTE: The purpose of this republication is to show Lloyd Branson, name of carrier, rather than Floyd Branson, as previously published.

No. MC 121269 (Sub-No. 1) (REPUBLICATION), filed February 1, 1963, published in FEDERAL REGISTER issue of June 12, 1963, and republished this issue. Applicant: D. M. DAVIS, Box 434, Route 6, Parkville, Mo. The purpose of this republication is to show that Donald J. Quinn will no longer represent applicant in this matter as shown in the previous publication.

MONTANA

No. MC 63642 (Sub-No. 6), filed February 11, 1963. Applicant: CLIFTON A. LUND, doing business as STENDAL TRANSPORTATION COMPANY, 727 W. Janeaux, Lewistown, Mont. Applicant's attorney: Raymond E. Dockery, Jr., 609 Montana Building, Lewistown, Mont. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate Nos. 134, dated March 29, 1960, July 19, 1956, June 22, 1955, June 22, 1955, June 22, 1955, and June 22, 1955, issued by the Montana Board of Railroad Commissioners.

NEBRASKA

No. MC 99394 (Sub-No. 1), filed February 11, 1963. Applicant: STANLEY K. VERLEY, doing business as VERLEY TRANSFER, St. Paul, Nebr. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 10490, dated April 6, 1960, issued by the Nebraska State Railway Commission.

No. MC 121489 (Sub-No. 1), filed January 14, 1963. Applicant: HARRY A. COTTON, Ralston, Nebr., and COTTON TRANSFER, INC., Ralston, Nebr. (joint applicants). Applicant's attorney: Donald E. Leonard, Box 2028, Lincoln, Nebr. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. M-6254, dated Feb-

ruary 19, 1940, issued by the Nebraska State Railway Commission.

NEVADA

No. MC 120625 (Sub-No. 1) (CORRECTION), filed February 8, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished as corrected this issue. Applicant: ALFRED D. HESKO AND LYN E. HESKO, doing business as, PIONEER TRAILER COMPANY, 1630 Las Vegas Boulevard, North Las Vegas, Nev.

NOTE: The purpose of this republication is to show the correct docket No. MC 120625 (Sub-No. 1), in lieu of MC 12065 (Sub-No. 1) as previously shown in error.

No. MC 121240 (Sub-No. 1), filed February 11, 1963. Applicant: HENRY WEGMANN, doing business as WEGMANN TRUCK LINE, 815 Odirkirk Street, Elko, Nev. Applicant's attorney: Jack E. Hull, 518 Idaho Street, Elko, Nev. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. CPC A-757, issued by the Public Service Commission of Nevada. Form BMC 75 statement was on file with the Interstate Commerce Commission October 15, 1962, in the name of Henry Wegmann and Jane M. Wegmann, doing business as Wegmann Truck Line. Henry Wegmann is sole beneficiary of assets of the estate of Jane M. Wegmann, deceased, October 21, 1962.

NEW YORK

No. MC 35451 (Sub-No. 1), filed January 28, 1963. Applicant: STARR MOTOR EXPRESS, INC., Conklin Avenue, Wolcott, N.Y. Applicant's attorney: Norman M. Pinsky, 407 South Warren Street, Syracuse 2, N.Y. Application filed to protect carrier's right, if any, to a Certificate of Registration under the Interstate Commerce Act, pursuant to Certificate No. 723 dated December 27, 1962, issued by the New York Public Service Commission. Applicant states that the State Certificate was not registered under the former second proviso of section 206(a)(1) of the Interstate Commerce Act prior to October 15, 1962, because of pendency of litigation.

No. MC 56691 (Sub-No. 1), filed February 8, 1963. Applicant: HERMAN ADOLPH BURMEISTER AND HERMAN O. BURMEISTER (MILDRED H. BURMEISTER, administratrix), a partnership, doing business as LIMA HONEOYE FALLS EXPRESS, and HERMAN A. BURMEISTER, joint applicants, Box 346, Honeoye Falls, N.Y. Applicant's attorney: Robert V. Gianniny, 900 Midtown Tower, Rochester 4, N.Y. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 2454, dated June 26, 1940, issued by the New York Public Service Commission.

No. MC 57262 (Sub-No. 1) (CORRECTION), filed February 1, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: FRONTIER DISPATCH, INC., 70 Pacific Street, Buffalo, N.Y. Applicant's attor-

ney: Kenneth T. Johnson, Bank of Jamestown Building, Jamestown, N.Y. Application filed to protect carrier's right, if any, to a Certificate of Registration under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 2903, dated November 29, 1949, issued by the New York Public Service Commission. Applicant's operations are presently being conducted by Inland Express, Inc., Marlboro, Mass., under temporary authority granted by the Interstate Commerce Commission in No. MC-F 8238.

NOTE: The purpose of this republication is to advise of the proceeding in No. MC-F 8238.

No. MC 85581 (Sub-No. 1), filed February 11, 1963. Applicant: HAROLD'S EXPRESS INC., Cortland Street, Lisle, N.Y. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 1153, September 3, 1947, issued by the New York Public Service Commission.

No. MC 92371 (Sub-No. 4), filed February 12, 1963. Applicant: DAVID C. SHEARER, doing business as SHEARER'S EXPRESS, 6 Hickory Street, Oneonta, N.Y., and SHEARERS EXPRESS, INC., joint applicants. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 2699, dated February 27, 1951, issued by the New York Public Service Commission.

No. MC 120028 (Sub-No. 1), filed February 11, 1963. Applicant: CRAW CARTING INC., 14 Mart Place, Rochester, N.Y. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 3099, issued July 21, 1960, issued by the New York Public Service Commission.

No. MC 120867 (Sub-No. 1) (CORRECTION), filed January 21, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished as corrected this issue. Applicant: SHERIDAN'S MOTOR EXPRESS, INC., 4 North Main Street, Post Office Box 65, Homer, N.Y. Applicant's attorney: Herbert M. Canter, Fifth Floor, Weiler Building, 407 South Warren Street, Syracuse, N.Y.

NOTE: The purpose of this republication is to show applicant's correct Docket No. 120867 (Sub-No. 1), in lieu of MC 120876 (Sub-No. 1), as shown in previous publication, in error.

No. MC 121216 (Sub-No. 1), filed January 25, 1963. Applicant: ARTHUR H. DEXTER AND DEXTER'S DELIVERY, INC., joint applicants, 60 Arnold Avenue, Amsterdam, N.Y. Applicant's attorney: John J. Brady, Jr., 75 State Street, Albany 7, N.Y. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 2325, dated June 12, 1940, issued by the New York Public Service Commission.

No. MC 121543, filed January 31, 1963. Applicant: JOEL TRUCKING, INC., 311 North Brookside Avenue, Freeport, N.Y. Applicant's attorney: Morris Honig, 150 Broadway, New York 38, N.Y. Application filed to protect carrier's right, if any, to a Certificate of Registration under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 1266, dated June 29, 1961, issued by the New York Public Service Commission. Applicant states the State Certificate was not registered under the former second proviso of section 206(a)(1) of the Interstate Commerce Act prior to October 15, 1962, because of pendency of litigation.

NORTH DAKOTA

No. MC 54948 (Sub-No. 1), filed February 8, 1963. Applicant: BERT B. HEDSTROM, Wilton, N. Dak. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 205(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 360, dated October 6, 1948, issued by the North Dakota Public Service Commission.

OHIO

No. MC 496 (Sub-No. 3) (CORRECTION), filed February 8, 1963, published in FEDERAL REGISTER issue of June 12, 1963, corrected June 19, 1963, and republished as corrected this issue. Applicant: THE BEITER LINE, INC., 270 Abbe Road, Elyria, Ohio. Applicant's attorney: Taylor C. Burneson, 3430 LeVeque-Lincoln Tower, 50 West Broad Street, Columbus 15, Ohio. The purpose of this republication is to show applicant's correct name, The Beiter Line, Inc., in lieu of The Better Line, Inc., as shown in previous publication, in error.

No. MC 10908 (Sub-No. 4) (CORRECTION), filed February 4, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished as corrected this issue. Applicant: MOSHOLDER MOTOR FREIGHT, INC., 504 West High Street, Mount Vernon, Ohio. Applicant's attorney: William Mosholder, 118 East Gambier Street, Mount Vernon, Ohio.

NOTE: The purpose of this republication is to show Mr. William Mosholder, attorney for the applicant, rather than Mr. Homer S. Carpenter, previously listed.

No. MC 15394 (Sub-No. 4), filed January 14, 1963. Applicant: KUHLMAN TRUCK LINE, INC., 117 Clinton, Elmore, Ohio. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 730-1, dated December 6, 1961; 731-R, dated December 6, 1961, issued by the Ohio Public Utilities Commission.

No. MC 57992 (Sub-No. 2) (REPUBLICATION), filed February 7, 1963, published in FEDERAL REGISTER issue June 12, 1963 and republished this issue. Applicant: H. J. SEWELL (HELEN L. SEWELL, EXECUTRIX) doing business as, SEWELL MOTOR EXPRESS, 164 South Mulberry Street, Wilmington, Ohio, and HOWARD SEWELL, JR., do-

ing business as SEWELL MOTOR EXPRESS (formerly SEWELL TRANSPORTATION CO.) (same address as above). Applicant's attorney: Joe F. Asher, 50 West Broad Street, Wilmington, Ohio.

NOTE: The purpose of this republication is to show that Howard Sewell, Jr. doing business as SEWELL MOTOR EXPRESS (formerly Sewell Transportation Co.) is joined as applicant in the matter of the BOR-99 application of H. J. SEWELL (HELEN L. SEWELL, EXECUTRIX).

No. MC 85927 (Sub-No. 1), filed February 12, 1963. Applicant: JAMES B. HARSHA, doing business as HARSHA TRANSFER, 111 Panhandle Road, West Union, Ohio. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 1970, dated June 11, 1948, issued by the Public Utilities Commission of Ohio.

No. MC 97911 (Sub-No. 1) (CORRECTION), filed February 7, 1963, published in FEDERAL REGISTER issue of June 12, 1963, corrected June 17, 1963, and republished as corrected this issue. Applicant: DEARMAN TRANSPORTATION CO., INC., 906 Fifth Avenue (Post Office Box 203), Mansfield, Ohio. Applicant's attorney: Taylor C. Burneson, 3430 LeVeque-Lincoln Tower, 50 West Broad Street, Columbus 15, Ohio. The purpose of this republication is to show that Certificate 5659-I was issued to applicant by the Public Utilities Commission of Ohio on November 14, 1958 instead of November 17, 1952. Also, in connection with Certificate 1942, the date should have been shown as February 3, 1955 instead of February 28, 1946, as previously published.

No. MC 120659 (Sub-No. 1) (REPUBLICATION), filed February 10, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: J. WILLIAM BUSH, doing business as BUSH VAN LINES, AND BUSH VAN LINES, INC., joint applicants, 1888 Brown, Akron, Ohio.

NOTE: The purpose of this republication is to show Buch Van Lines, Inc., as joint applicant.

No. MC 121388 (Sub-No. 1) (REPUBLICATION), filed February 12, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: HOWARD SEWELL, JR., doing business as SEWELL MOTOR EXPRESS, 164 South Mulberry Street, Wilmington, Ohio. Applicant's attorney: Joe F. Asher, 50 West Broad Street, Columbus 15, Ohio.

NOTE: The purpose of this republication is to show the change of trade name of subject carrier from Sewell Transportation Co., to Sewell Motor Express.

OKLAHOMA

No. MC 121087 (Sub-No. 1), filed February 12, 1963. Applicant: EXPLOSIVES CARRIER, INC., 817 North Gary Street, Tulsa, Okla. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Inter-

state Commerce Act, pursuant to Permit No. 14270, dated October 3, 1961, issued by the Corporation Commission of Oklahoma.

No. MC 121537, filed February 9, 1963. Applicant: YOUNG ENTERPRISES, INC., Post Office Box 7704, 2821 Elmhurst, Oklahoma City, Okla. Application filed to protect carrier's right, if any, to a Certificate of Registration under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Permit No. 15062 dated October 26, 1962, issued by the Oklahoma Corporation Commission. Applicant claims that it would have been in operation in interstate commerce under the former second proviso of section 206(a)(1) of the act except for the fact that issuance of the permit was in litigation.

No. MC 121545, filed January 29, 1963. Applicant: THE CIRCLE J FREIGHT LINES, INC., 1002 North Owasso Avenue, Tulsa, Okla. Applicant's attorney: Martin E. Wyatt, 3108 East 15th Street, Tulsa, Okla. Application filed to protect carrier's right, if any, to a Certificate of Registration under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act pursuant to Permit No. 14670, and Certificates No. A-1023 and A-1024, dated April 27, 1962 and November 14, 1963 respectively, issued by the Oklahoma Corporation Commission. Applicant states that the permit and certificates were not registered under the former second proviso of section 206(a)(1) of the Interstate Commerce Act prior to October 15, 1962, because of the pendency of litigation.

PENNSYLVANIA

No. MC 54698 (Sub-No. 2) (REPUBLICATION), filed January 28, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: WALTER P. SHAVER (RUTH H. SHAVER, Administratrix), 116 North, (formerly No. 83) Pioneer Avenue, Shavertown (Luzerne County), Pa., and HARRY L. ROTHSTEIN, joint applicant.

NOTE: The purpose of this republication is to show Harry L. Rothstein, as joint applicant.

No. MC 97108 (Sub-No. 1), filed February 11, 1963. Applicant: ARCHIE CRANAGE, 114 South Hickory Street, Mount Carmel, Pa. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 62980, dated August 4, 1944, issued by the Pennsylvania Public Utility Commission.

No. MC 98950 (Sub-No. 2) (REPUBLICATION), filed February 4, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: S. S. BERTZ & SONS, INC., 226 West Lemon Street, Lancaster, Pa. Applicant's attorney: Ernest S. Burch, Post Office Box 361, Bergner Building, 6 North Third Street, Harrisburg, Pa.

NOTE: The purpose of this republication is to show a change in attorneys since previous publication.

No. MC 111659 (Sub-No. 2), filed January 30, 1963. Applicant: SAMUEL C. KNEE, doing business as KNEE TRUCKING CO., 3919 Burgoon Road, Altoona, Pa. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. A68732, dated April 8, 1960, issued by the State of Pennsylvania Public Utility Commission.

No. MC 120717 (Sub-No. 1), (CORRECTION), filed December 31, 1962, published in FEDERAL REGISTER issue June 12, 1963, and republished as corrected this issue. Applicant: CHARLES L. HAMMEL, JR., doing business as HAMMEL'S EXPRESS, 29th Street and A.V.R.R., Pittsburgh 1, Pa., and HAMMEL'S EXPRESS, INC., joint applicants. Applicant's attorney: Arthur J. Diskin, 302 Frick Building, Pittsburgh 19, Pa.

NOTE: The purpose of this republication is to show HAMMEL'S EXPRESS, INC., as joint applicant.

No. MC 121272 (Sub-No. 1) (REPUBLICATION), filed December 13, 1962, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: JOHN L. WENRICH AND CLAUDE LEHMAN, JR., doing business as HESS TRUCKING AND HESS TRUCKING CO. (a corporation), joint applicants, Post Office Box 42, Hershey, Pa.

NOTE: The purpose of this republication is to show Hess Trucking Co. (a corporation), as joint applicant.

No. MC 121550, filed February 11, 1963. Applicant: JAMES C. WETHERILL, doing business as HATBORO DELIVERY SERVICE, 709 Henry Avenue, Warminster, Pa. Applicant's attorney: S. H. Copelin, Post Office Box 376, Bala-Cynwyd, Pa. Application filed to protect carrier's right, if any, to a Certificate of Registration under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act pursuant to Certificate No. A78703 dated August 19, 1952, as modified by supplemental reports and orders dated February 8, 1960, and September 10, 1962, in No. 78703, Folder 1 Am-A and Am-B. Applicant states that the certificate was not registered under the former second proviso of section 206(a)(1) of the Interstate Commerce Act prior to October 15, 1962, because of the pendency of litigation.

RHODE ISLAND

No. MC 14529 (Sub-No. 3), filed February 1, 1963. Applicant: MOORE'S MOTOR EXPRESS, INC., 26 Park Place, Pascoag, R.I. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. MC 216, dated October 15, 1947, issued by the Rhode Island Department of Business Regulation.

No. MC 96744 (Sub-No. 1), filed February 6, 1963. Applicant: HENRY CARRIER, doing business as CARRIER SOUTH COUNTY EXPRESS, Comstock Road, Slatersville, R.I. Authority sought to continue to operate as a common carrier,

under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 202, September 22, 1958 issued by the Rhode Island Department of Business Regulation.

No. MC 97078 (Sub-No. 1) (CORRECTION), filed January 31, 1963, published in FEDERAL REGISTER issue June 12, 1963 and republished as corrected this issue. Applicant: THOMAS COOK, doing business as TOMMY'S EXPRESS, 2033 West Shore Road, Warwick, R.I.

NOTE: The purpose of this republication is to show the correct docket No. MC 97078 (Sub-No. 1), in lieu of No. MC 97894 (Sub-No. 1), as shown in previous publication in error.

SOUTH DAKOTA

No. MC 64732 (Sub-No. 4), filed January 28, 1963. Applicant: AGNES H. RUDE, ARLEN W. RUDE, AND FREEMAN B. RUDE, JR., a minor, AGNES H. RUDE, guardian, doing business as RUDE TRANSPORTATION COMPANY, 416 East Second Street, Redfield, S. Dak. Authority sought to continue to operate as a common carrier under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 159 dated Jan. 1, 1953, issued by the South Dakota Public Utilities Commission. Applicant also claims "grandfather" rights covering South Dakota Certificates No. 209 dated Dec. 7, 1961, leased from Wilson Storage and Transfer Company for a period of five years ending Nov. 13, 1966; and No. 266 dated April 3, 1961, leased from Hyman Transportation Company for a period of 1 year from April 1, 1961, and automatically extendable from year to year thereafter.

No. MC 96732 (Sub-No. 1), filed December 21, 1962. Applicant: THE SEXAUER COMPANY, a corporation, Brookings, S. Dak. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a)(7) of the Interstate Commerce Act, pursuant to Certificate No. 8086, filed May 27, 1957, issued by the Public Utilities Commission of South Dakota.

TENNESSEE

No. MC 98562 (Sub-No. 2) (REPUBLICATION), filed January 11, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished this issue. Applicant: CLIEA ROBINSON, doing business as SMITHVILLE FREIGHT LINES, Smithville, Tenn., and CLIEA ROBINSON, doing business as SMITHVILLE FREIGHT LINES, and W. C. KEYT and Charles A. Hershisier, a partnership, doing business as COOKEVILLE MOTOR LINE, Nashville, Tenn., joint applicants. Applicant's attorney: Walter Harwood, Nashville Bank & Trust Building, Nashville 3, Tenn.

NOTE: The purpose of this republication is to show Cliea Robinson, doing business as Smithville Freight Lines and W. C. Keyt and Charles A. Hershisier, a partnership, doing business as Cookeville Motor Line, Nashville, joint applicants.

No. MC 121179 (Sub-No. 1) (CORRECTION), filed January 18, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished as corrected this

issue. Applicant: CHARLES G. MOODY, doing business as CHATTANOOGA-CROSSVILLE BUS LINES, 3125 Eastern Avenue, Chattanooga 5, Tenn. Applicant's attorney: Blaine Buchanan, 1024 James Building, Chattanooga 2, Tenn. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate Nos. 929 and 929-A dated July 2, 1958, and April 13, 1960 respectively, and transferred by order of June 8, 1961, issued by the Tennessee Public Service Commission.

NOTE: The purpose of this republication is to show that the certificates named above were transferred on date given, which was inadvertently omitted from previous publication.

TEXAS

No. MC 2228 (Sub-No. 40) (CORRECTION), filed February 1, 1963, published in FEDERAL REGISTER issue June 12, 1953, and republished as corrected this issue. Applicant: MERCHANTS FAST MOTOR LINES, INC., West U.S. Highway 80 (Post Office Drawer 270), Abilene, Tex., and MERCHANTS FAST MOTOR LINES, INC., and R. A. WRIGHT, doing business as WRIGHT MOTOR FREIGHT LINES and UNION TRUCK LINES, INC., joint applicants. Applicant's attorney: Reagan Sayers, Century Life Building, Fort Worth 2, Tex. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate Nos. 2024, dated February 6, 1962, 3385, dated May 3, 1962, 2466, dated May 3, 1962 and 3585-A dated September 27, 1962, issued by the Railroad Commission of Texas. As joint applicant with R. A. WRIGHT, doing business as WRIGHT MOTOR FREIGHT LINES, MERCHANTS FAST MOTOR LINES, INC., also claims "grandfather" rights covering Texas Certificate Nos. 2483, 3165, 3407, 2984, 3710 and 3756; and as joint applicant with UNION TRUCK LINES, INC., applicant also claims "grandfather" rights covering Texas Certificate Nos. 3541, 3580, 2055, 2515, 2519, 2735, 3799, 2069, 2952, 4037, and 4147.

NOTE: The purpose of this republication is to correct lease information and to show joint applicants.

No. MC 57969 (Sub-No. 1) (REPUBLICATION), filed February 6, 1963, published in FEDERAL REGISTER issue June 12, 1963 and republished this issue. Applicant: L. E. HENSLEY (Aimee Hensley, independent executrix), doing business as HENSLEY FREIGHT LINES, Post Office Box 87, Marion, Tex., and AIMEE HENSLEY, doing business as HENSLEY FREIGHT LINE, joint applicants. Applicants' attorney: Mert Starnes, 721 Brown Building, Austin 1, Tex.

NOTE: The purpose of this republication is to show AIMEE HENSLEY, doing business as HENSLEY FREIGHT LINE, as joint applicant.

No. MC 99850 (Sub-No. 2), filed January 18, 1963. Applicant: DALLAS THOMPSON, 2020 Division Street,

Arlington, Tex. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 7094, dated September 11, 1959 issued by the Railroad Commission of Texas.

No. MC 115938 (Sub-No. 3), (CORRECTION), filed January 10, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished as corrected this issue. Applicant: HERDER TRUCK LINES, INC., lessee, and CHARLES HERDER, JR., lessor, Weimar, Tex. Applicant's attorney: Ewell H. Muse, Jr., Suite 415, Perry Brooks Building, Austin 1, Tex. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate Nos. 4008, dated September 26, 1957, 2184, dated May 1, 1946, 3233, dated May 11, 1962, and 2162, dated May 16, 1958, 2694, dated November 30, 1948, and 3513, dated August 11, 1953, issued by the Railroad Commission of Texas.

NOTE: The purpose of this republication is to include additional Certificate Nos. and dates which were inadvertently omitted from previous publication.

UTAH

No. MC 121020 (Sub-No. 1), filed February 6, 1963. Applicant: PARK CITY TRUCK LINES, Snow Summit Ranch, Park City, Utah. Authority sought to continue to operate as a common carrier, under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate Nos. 1357, March 8, 1961; 1357 Sub-1, June 23, 1961; 1357 Sub-2, June 4, 1962, issued by the Utah Public Service Commission.

VERMONT

No. MC 121547, filed February 11, 1963. Applicant: EASTERN VERMONT TRUCKING CORPORATION, 178 Main Street, Burlington, Vt. Application filed to protect carrier's right, if any, to a Certificate of Registration under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act, pursuant to Certificate No. 2999, dated June 1, 1962, issued by the Vermont Public Service Board. Applicant states that the State Certificate was not registered under the second proviso of section 206(a) (1) of the Interstate Commerce Act, prior to October 15, 1962, because of pendency of litigation.

VIRGINIA

No. MC 57568 (Sub-No. 1) (CORRECTION), filed February 6, 1963, published in FEDERAL REGISTER issue June 12, 1963, and republished as corrected this issue. Applicant: CHARLES W. STEVENS, doing business as DANVILLE-MARTINSVILLE BUS LINES, 629 Jefferson Street, Danville, Va.

NOTE: The purpose of this republication is to show the applicant's correct docket number, No. MC 57568 (Sub-No. 1), in lieu of No. MC 57563 (Sub-No. 1), as shown in previous publication, in error.

No. MC 120653 (Sub-No. 2) (REPUBLICATION), filed January 11, 1963, published in FEDERAL REGISTER issue of June

12, 1963, and republished this issue. Applicant: JENKINS TRANSFER, INC., 4210 Petersburg Pike, Richmond, Va., and R. G. MAHER, Norfolk, Va., joint applicants. Applicant's attorney: John C. Goddin, Insurance Building, 10 South 10th Street, Richmond 19, Va.

NOTE: The purpose of this republication is to show R. G. Maher, Norfolk, Va., as joint applicant.

WASHINGTON

No. MC 13921 (Sub-No. 3), filed February 11, 1963. Applicant: E. S. LUFBIN, doing business as SAFEWAY MOTOR COACH LINES, Post Office Box 3063, Seattle, Wash. Application filed to protect carrier's right, if any, to a Certificate of Registration under the "grandfather" provisions of section 206(a) (7) of the Interstate Commerce Act. The application is accompanied by interstate permit and compliance order issued by the regulatory Commissions of the States of Oregon and Washington, respectively, prior to enactment of the Motor Carrier Act, 1935 (now Part II, Interstate Commerce Act).

By the Commission.

[SEAL]

HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 63-10419; Filed, Oct. 1, 1963;
8:45 a.m.]

[Notice 273]

MOTOR CARRIER ALTERNATE ROUTE
DEVIATION NOTICES

SEPTEMBER 27, 1963.

The following letter-notice of proposals to operate over deviation routes for operating convenience only, 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 151 (Deviation No. 2), LOVE-LACE TRUCK SERVICE, INC., 425 North Second Street, Terre Haute, Ind., filed September 19, 1963. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions, over a deviation route as follows: Between St. Louis, Mo., and Indianapolis, Ind., over Interstate Highway 70, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the

same commodities over a pertinent service route as follows: Between St. Louis and Indianapolis over U.S. Highway 40.

No. MC 263 (Deviation No. 4), GARRETT FREIGHTLINES, INC., Post Office Box 1649, Pocatello, Idaho, filed September 13, 1963. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over deviation routes as follows: (A) From the terminal location of Garrett on Redwood Road (Utah Highway 68) in Salt Lake City, Utah, over Utah Highway 68 to junction U.S. Highway 6 at Elberta, Utah, thence over U.S. Highway 6 to junction U.S. Highway 91 at Santaquin, Utah; (B) from the terminal location of Garrett on Redwood Road in Salt Lake City over Utah Highway 68 to junction U.S. Highway 6 at Elberta, thence over U.S. Highway 6 to junction unnumbered highway at Goshen, Utah, thence over unnumbered highway to Mona, Utah, and return over the same routes, for operating convenience only. The notice indicates that the carrier presently is authorized to transport the same commodities over a pertinent service route as follows: From Butte, Mont., over U.S. Highway 91 to junction Idaho Highway 35 (formerly unnumbered highway), thence over Idaho Highway 35 via Oxford and Clifton, Idaho, to Dayton, Idaho, thence over Idaho Highway 86 (formerly unnumbered highway) to Preston, Idaho, thence over U.S. Highway 91 to Logan, Utah, thence over Utah Highway 69 (formerly U.S. Highway 89) to Brigham City, Utah (also from Logan over U.S. Highway 91 to Brigham City), thence over U.S. Highway 91 to Barstow, Calif., thence over U.S. Highway 66 to San Bernardino, Calif., and return over the same route.

No. MC 11220 (Deviation No. 8), GORDON'S TRANSPORTS, INC., 185 West McLemore Avenue, Memphis 2, Tenn., filed September 18, 1963. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Chicago, Ill., over U.S. Highway 41 to junction Alternate U.S. Highway 41 at Hopkinsville, Ky., thence over Alternate U.S. Highway 41 to junction U.S. Highway 79 near Clarksville, Tenn., thence over U.S. Highway 79 to Memphis, Tenn., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Chicago over Illinois Highway 50 to junction U.S. Highway 54, thence over U.S. Highway 54 to Kankakee, Ill., thence over U.S. Highway 45 to junction Illinois Highway 37, thence over Illinois Highway 37 to Salem, Ill., thence over U.S. Highway 50 to Sandoval, Ill., thence over U.S. Highway 51 to Memphis and return over the same routes.

No. MC 30073 (Deviation No. 6), JOHNSON FREIGHT LINES COMPANY, INC., 248 Chester Avenue SE., Post Office Box 1918, Atlanta 1, Ga., filed September 13, 1963. Carrier proposes to operate as a *common carrier*,

by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: Between Cincinnati, Ohio and Louisville, Ky. over Interstate Highway 71, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Nashville, Tenn. over U.S. Highway 31E to junction Kentucky Highway 70, thence over Kentucky Highway 70 to Cave City, Ky., thence over U.S. Highway 31W to Louisville, thence over U.S. Highway 42 to Cincinnati, and return over the same route.

No. MC 75628 (Deviation No. 7), STASI MOTOR FREIGHT, INC., 1005 St. Louis Avenue, Kansas City, Mo., filed September 18, 1963. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Kansas City, Mo.-Kans., over U.S. Highway 69 to Miami, Okla., thence over U.S. Highway 59 to Sallisaw, Okla., and thence over U.S. Highway 64 to Fort Smith, Ark., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over a pertinent service route as follows: From Kansas City over U.S. Highway 71 to Carthage, Mo., thence over Alternate U.S. Highway 71 to junction U.S. Highway 71 thence over U.S. Highway 71 to Alma, Ark., and thence over U.S. Highway 64 to Fort Smith, and return over the same route.

MOTOR CARRIERS OF PASSENGERS

No. MC 2890 (Deviation No. 34), AMERICAN BUSLINES, INC., 1805 Leavenworth Street, Omaha 2, Nebr., filed September 16, 1963. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, over a deviation route as follows: From junction Illinois Highway 128 and Interstate Highway 70 (1 mile south of Altamont) thence over Interstate Highway 70 to junction U.S. Highway 40 (2 miles east of Bluff City, Ill.), and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers over a pertinent service route as follows: From Columbus, Ohio over U.S. Highway 40 to St. Louis, Mo., and return over the same route.

No. MC 2890 (Deviation No. 35), AMERICAN BUSLINES, INC., 1805 Leavenworth Street, Omaha 2, Nebr., filed September 16, 1963. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, over deviation routes as follows: (A) From junction U.S. Highways 34 and 281, south of Grand Island, Nebr., over U.S. Highway 281 to junction Interstate Highway 80, thence over Interstate Highway 80 to junction U.S. Highway 283, thence over U.S. Highway 283 to Lexington, Nebr.; (B) from junction Interstate Highway 80 and Nebraska Highway 44 over Nebraska Highway 44 to Kearney, Nebr.; (C) from junction Interstate Highway 80 and U.S. Highway 183 over U.S. Highway 183 to Elm Creek, Nebr., and return over the same routes,

for operating convenience only. The notice indicates that the carrier presently is authorized to transport passengers over pertinent service routes as follows: From Valley, Nebr., over U.S. Highway 275 to junction U.S. Highway 30, thence over U.S. Highway 30 via Grand Island to junction U.S. Highway 30-S, near Little America, Wyo.; from Seward, Nebr., over U.S. Highway 34 via Utica, Waco, Hampton, and Murphy, Nebr., to junction U.S. Highway 281, thence over U.S. Highway 281 to Grand Island, and return over the same routes.

By the Commission.

[SEAL]

HAROLD D. MCCOY,
Secretary.

[P.R. Doc. 63-10420; Filed, Oct. 1, 1963; 8:46 a.m.]

[Notice 564]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

SEPTEMBER 27, 1963.

The following publications are governed by the Interstate Commerce Commission's general rules of practice including special rules (49 CFR 1.241) governing notice of filing of applications by motor carriers of property or passengers or brokers under sections 206, 209, and 211 of the Interstate Commerce Act and certain other proceedings with respect thereto.

All hearings and prehearing conferences will be called at 9:30 a.m., U.S. standard time (or 9:30 a.m., local daylight saving time, if that time is observed), unless otherwise specified.

APPLICATIONS ASSIGNED FOR ORAL HEARING OR PREHEARING CONFERENCE

MOTOR CARRIERS OF PROPERTY

No. MC 2359 (Sub-No. 13) (AMENDMENT), filed August 13, 1963, published FEDERAL REGISTER issue September 11, 1963, amended September 19, 1963, and republished as amended this issue. Applicant: ROCCO D. DAMEO, 362 Central Avenue, Somerville, N.J. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Building materials, roofing materials, insulating products and materials, asbestos products and materials, cement products and materials, asphalt products and materials, asbestos and cement products and materials*, between the plant site of Johns-Manville Corporation located at Manville, N.J., on the one hand, and, on the other points in Maine, New Hampshire and Vermont, and (2) *fibrous glass products and materials, insulating products and materials, building wall and insulating board, asphalt and asbestos, asphalt and asbestos products and materials*, between the plant site of Johns-Manville Corporation, located at Penbryn, Winslow Township, Camden County, N.J., on the one hand, and on the other, points in Maine, New Hampshire and Vermont.

NOTE: Applicant states the authority sought is to be restricted to transportation

service to be performed with Johns-Manville Corporation, New York, N.Y., under contract or continuing contract. The purpose of this republication is to broaden the scope of the authority previously sought.

HEARING: Remains as assigned October 25, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Harry M. Shoorman.

No. MC 2416 (Sub-No. 9), filed May 20, 1963. Applicant: HULME TRANSPORTATION CO., a corporation, 16 Navaho Street, Cranston, R.I. Applicant's representative: Arthur A. Wentzell, 539 Hartford Turnpike, Shrewsbury, Mass. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fabricated nonferrous architectural products*, used in the construction of structures and renovation of structures, from Pawtucket, R.I., to points in Connecticut, Maine, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, and Vermont, and *empty containers or other such incidental facilities* (not specified), used in transporting the commodities specified above, on return.

NOTE: Applicant states the proposed operation will be "under continuing contract with Continental Bronze Co., Inc., of Pawtucket, R.I."

HEARING: November 4, 1963, at the Federal Building, Providence, R.I., before Examiner Alton R. Smith.

No. MC 6261 (Sub-No. 3), filed August 13, 1963. Applicant: R. E. THARP, INC., Post Office Box 515, Chowchilla, Calif. Applicant's attorney: Marshall G. Berol, 21st Floor, 100 Bush Street, San Francisco 4, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cotton bale ties and cotton bagging*, between points in Kings, Tulare, Fresno, Madera, Merced, and Kern Counties, Calif., restricted to shipments having a prior movement by rail.

HEARING: November 18, 1963, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Joint Board No. 75, or, if the Joint Board waives its right to participate, before Examiner F. Roy Linn.

No. MC 8148 (Sub-No. 2), filed July 31, 1963. Applicant: SANTA CRUZ MOTOR EXPRESS, INC., 210 Encinal Street, Santa Cruz, Calif. Applicant's attorney: Marvin Handler, 625 Market Street, San Francisco 5, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, between San Francisco, Calif., and East Bay points from San Pablo on the north to Hayward on the south including San Pablo and Hayward, on the one hand, and, on the other, Santa Cruz, Calif., and points within a ten (10) mile radius of Santa Cruz.

NOTE: Applicant will not transport any shipments of: (1) Used household goods and personal effects, (2) automobiles, trucks and buses, namely: new and used finished or unfinished passenger automobiles (including jeeps), ambulances, hearses and taxis, freight automobiles, automobile chassis, trucks, truck chassis, truck trailers, trucks and trailer combined, buses, bus chassis, (3)

livestock namely: bucks, bulls, calves, cattle, cows, dairy cattle, ewes, goats, hogs, horses, kids, lambs, oxen, pigs, sheep, sheep camp outfit, sows, steers, stags or swine, (4) commodities requiring the use of special refrigeration or temperature control in specially designed and constructed refrigerated equipment, (5) liquids, compressed gases, commodities in semiplastic form and commodities in suspension in liquids in bulk, in tank trucks, tank trailers, tank semitrailers or a combination of such highway vehicles, (6) commodities when transported in bulk and in dump trucks or in hopper-type trucks, and (7) commodities when transported in motor vehicles equipped for mechanical mixing in transit.

HEARING: November 14, 1963, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Joint Board No. 75, or, if the Joint Board waives its right to participate, before Examiner F. Roy Linn.

No. MC 8968 (Sub-No. 4), filed July 5, 1963. Applicant: HARRY B. WILSON, doing business at WILSON'S MOTOR TRANSIT, 2500 South Main Street, Mid-dletown, Ohio. Applicant's attorneys: James R. Stiverson and Herbert Baker, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Concrete farm silos and industrial storage bins, not assembled, including concrete staves, doors and door frames, and metal parts and accessories used in connection therewith*, from Camden, Ohio, to points in New York, Pennsylvania, Virginia, West Virginia, Illinois, Indiana, Kentucky, Michigan, Missouri, and Tennessee, and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, on return.

HEARING: November 15, 1963, at the New Post Office Building, Columbus, Ohio, before Examiner Richard A. White.

No. MC 30837 (Sub-No. 295), filed August 19, 1963. Applicant: KENOSHA AUTO TRANSPORT CORPORATION, 4519 76th Street, Kenosha, Wis. Applicant's attorney: Paul F. Sullivan, 1903 N Street NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New trucks and chassis, parts and equipments therefor*, in initial movements, in driveway service, from Kansas City, Mo., to points in Alabama, Illinois, Kentucky, Michigan, Minnesota, Ohio, Oklahoma, Pennsylvania, Texas, and Wisconsin.

HEARING: November 13, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Raymond V. Sar.

No. MC 30844 (Sub-No. 123), filed August 22, 1963. Applicant: KROBLIN REFRIGERATED EXPRESS, INC., Post Office Box 218, Sumner, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in Appendix I to the report in *Descriptions in Motor Carrier Certificates, Packing-house Products*, 61 M.C.C. 209 and 766, from Sidney, Nebr., to Waterloo, Iowa, and points in Connecticut, Delaware, District of Columbia, Illinois, Indiana,

Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia.

HEARING: November 15, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner H. Reece Harrison.

No. MC 39443 (Sub-No. 17), filed August 8, 1963. Applicant: RAY E. THOMPSON & SONS, INC., 4800 Broadway, Quincy, Ill. Applicant's attorney: Mack Stephenson, First National Bank Building, Springfield, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Animal and poultry feed* (except in bulk), *insecticides, animal and poultry tonics and medicines, dry earth paint, advertising matter, and premium merchandise*, between Quincy, Ill., on the one hand, and, on the other, points in Iowa (except points in Monona, Carroll, Harrison, Shelby, Audubon, Pottawattamie, Cass, Adair, Mills, Montgomery, Adams, Fremont, Page, and Taylor Counties, Iowa), (2) *fertilizer* (except in bulk), from East St. Louis, Ill., to points in Missouri, and (3) *fertilizer*, (a) from East St. Louis, Ill., to points in Wisconsin and Iowa, (b) from Humboldt, Iowa, to points in Illinois, (c) from Danville, Ill., to points in Missouri, Wisconsin, and Olathe, Kans., (d) between Detroit, Mich., Cleveland and Cincinnati, Ohio, on the one hand, and, on the other, points in Wisconsin, Missouri, and Iowa, and (e) between Fulton, Ill., on the one hand, and, on the other, points in Indiana.

NOTE: Applicant states it presently holds some authority that will duplicate the above. Should application be granted, it is willing that the commodity and territorial description be altered so as to eliminate any duplication.

HEARING: November 7, 1963, at the U.S. Courtrooms and Federal Building, Springfield, Ill., before Examiner William J. O'Brien, Jr.

No. MC 45057 (Sub-No. 14), filed August 30, 1963. Applicant: McLEOD TRUCKING, INC., 1285 East Fifth Street, Reno, Nev. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Meats*, serving Meyers, Calif., and points on U.S. Highway 50 between Meyers and the California-Nevada State line as intermediate points in connection with carrier's authorized regular-route operation in MC 45057 (Sub-No. 12).

NOTE: Applicant states it proposes to transport spoiled meats or refused shipments of meat returned to shipper at Yerington, Nev.

HEARING: November 20, 1963, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Joint Board No. 75, or, if the Joint Board waives its right to participate before Examiner F. Roy Linn.

No. MC 45338 (Sub-No. 6), filed June 3, 1963. Applicant: CHESTER SAYRE, 4901 McAnulty Road, Pittsburgh 36, Pa. Applicant's attorney: Jerome Solomon, 1325 27 Grant Building, Pittsburgh, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Livestock (other than ordinary)*, and in the same vehicle

with such livestock, stable supplies and equipment used in the care and exhibition of such livestock, mascots and personal effects of their trainers, attendants and exhibitors, between points in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Mississippi, Missouri, New Jersey, New Hampshire, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and the District of Columbia, on the one hand, and, on the other, points in Arizona, California, New Mexico, Oklahoma, and Texas.

HEARING: November 4, 1963, at the New Federal Building, Pittsburgh, Pa., before Examiner Richard A. White.

No. MC 47732 (Sub-No. 2), filed September 1, 1963. Applicant: JOHN E. GILL, doing business as OLD COLONY FILM TRANSFER COMPANY, 48 Whipple Street, Weymouth, Mass. Applicant's representative: Frank J. Weiner, 182 Forbes Building, Forbes Road, (at South Shore Plaza), Braintree 84, Mass. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Films and articles associated with the exhibition of motion pictures*, as defined in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 61 M.C.C. 766, between Boston, Mass., on the one hand, and, on the other, points in Rhode Island.

HEARING: November 14, 1963, at the Hotel Essex, Boston, Mass., before Joint Board No. 18, or, if the Joint Board waives its right to participate, before Examiner Alton R. Smith.

No. MC 51006 (Sub-No. 4), filed April 12, 1963. Applicant: SHAWMUT TRANSPORTATION CO., INC., 275 Meserole Avenue, Brooklyn 22, N.Y. Applicant's attorney: Edward M. Alfano, 2 West 45th Street, New York 36, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except livestock, articles, of unusual value, Classes A and B explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk and those requiring special equipment), serving Lawrence, Mass., as an off-route point in connection with applicant's presently authorized regular route operations between Boston, Mass., and New York, N.Y.

NOTE: Applicant has filed, concurrently herewith, Petition for Reopening, Reconsideration and/or Modification of its grandfather certificate with respect to Lawrence, Mass.

HEARING: November 5, 1963, at the Hotel Essex, Boston, Mass., before Joint Board No. 20, or, if the Joint Board waives its right to participate, before Examiner Alton R. Smith.

No. MC 52709 (Sub-No. 221), filed June 28, 1963. Applicant: RINGSBY TRUCK LINES, INC., 3201 Ringsby Court, Denver 5, Colo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum oil and petrolatum, refined*, in bulk, in tank vehicles, from

points in Butler County, Pa., to points in California.

NOTE: Common control may be involved.

HEARING: November 7, 1963, at the New Federal Building, Pittsburgh, Pa., before Examiner Richard A. White.

No. MC 52751 (Sub-No. 34), filed July 22, 1963. Applicant: ACE LINES, INC., 4143 East 43d Street, Des Moines, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Building materials*, from Fort Dodge, Iowa, to points in Nebraska and South Dakota.

NOTE: Applicant states that it is presently authorized to perform the proposed service from Fort Dodge, Iowa, to points in South Dakota by traversal of Minnesota gateways within 30 miles of Nassau, Minn. Also, direct service is authorized from the plant site of National Gypsum Company, at Fort Dodge, Iowa. Common control may be involved.

HEARING: November 13, 1963, at Room 401, Old Federal Office Building, Fifth and Court Avenues, Des Moines, Iowa, before Examiner Dallas B. Russell.

No. MC 52917 (Sub-No. 49), filed September 20, 1963. Applicant: CHESAPEAKE MOTOR LINES, INC., 340 West North Avenue, Baltimore 17, Md. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods* from Doylestown and Philadelphia, Pa., and Braddock, N.J., to points in West Virginia, Virginia, the District of Columbia, New York, Pennsylvania, and New Jersey.

HEARING: October 22, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Alton R. Smith.

No. 52917 (Sub-No. 50), filed September 20, 1963. Applicant: CHESAPEAKE MOTOR LINES, INC., 340 West North Avenue, Baltimore 17, Md. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods* from points in Camden, Salem, Atlantic, Gloucester, and Cumberland Counties, N.J., and Jersey City, N.J., Baltimore, Md., and Wilmington, Del., to points in Maryland, New York, Pennsylvania, Virginia, and West Virginia.

HEARING: October 22, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Alton R. Smith.

No. MC 58486 (Sub-No. 4), filed August 2, 1963. Applicant: PENINSULA DELIVERY SERVICE, doing business as PENINSULA DELIVERY & DRAYAGE SERVICE, 1000 25th Street, San Francisco 7, Calif. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except fresh fruits and vegetables, petroleum products in bulk in tank vehicles, explosives, commodities in bulk, uncrated used household goods, personal effects, office, store and institution furniture, fixtures and equipment, livestock, commodities under refrigeration and articles of extraordinary value), (1) between points

within the San Francisco-East Bay Cartage Zone: beginning at the point where the San Francisco-San Mateo County boundary line meets the Pacific Ocean, thence easterly along said boundary line to Lake Merced Boulevard, thence southerly along said Lake Merced Boulevard and Lynnewood Drive to South Mayfair Avenue, thence westerly along said South Mayfair Avenue to Crestwood Drive, thence southerly along Crestwood Drive to Southgate Avenue, thence westerly along Southgate Avenue to Maddux Drive, thence southerly and easterly along Maddux Drive to a point one mile west of U.S. Highway 101, thence southeasterly along an imaginary line one mile west of and paralleling U.S. Highway 101 (El Camino Real) to its intersection with the southerly boundary line of the city of San Mateo, thence northeasterly, northwesterly, northerly and easterly along said southerly boundary to Bayshore Highway (U.S. Highway 101 Bypass), thence leaving said boundary line and continuing easterly along the projection of last said course to its intersection with Belmont (or Angelo) Creek, thence northeasterly along Belmont (or Angelo) Creek to Seal Creek, thence westerly and northerly to a point 1 mile south of Toll Bridge Road, thence easterly along an imaginary line one mile southerly and paralleling Toll Bridge Road and San Mateo Bridge and Mount Eden Road to its intersection with State Sign Route 17, thence continuing easterly and northeasterly along an imaginary line one mile south and southeasterly of and paralleling Mount Eden Road and Jackson Road to its intersection with an imaginary line one mile easterly of and paralleling State Sign Route 9, thence northerly along said imaginary line 1 mile easterly of an paralleling State Sign Route 9 to its intersection with "B" Street, Hayward, thence easterly and northerly along "B" Street to Center Street, thence northerly along Center Street to Castro Valley Boulevard, thence westerly along Castro Valley Boulevard to Redwood Road, thence northerly along Redwood Road to William Street, thence westerly along William Street and 168th Avenue to Foothill Boulevard, northwesterly along Foothill Boulevard to the southerly boundary line of the city of Oakland, thence easterly and northerly along the Oakland Boundary line to its intersection with the Alameda-Contra Costa County boundary line, thence northwesterly along last said line to its intersection with Arlington Avenue (Berkeley), thence northwesterly along Arlington Avenue to a point 1 mile northeasterly of San Pablo Avenue (U.S. Highway 40), thence northwesterly along an imaginary line 1 mile easterly of and paralleling San Pablo Avenue (U.S. Highway 40) to its intersection with County Road No. 20 (Contra Costa County), thence westerly along County Road No. 20 to Broadway Avenue (also known as Balboa Road), thence northerly along Broadway Avenue (also known as Balboa Road) to U.S. Highway 40, thence northerly along U.S. Highway 40 to Rivers Street, thence westerly along Rivers Street to 11th Street, thence northerly along 11th Street to Johns Avenue, thence westerly

along Johns Avenue to Collins Avenue, thence northerly along Collins Avenue to Morton Avenue, thence westerly along Morton Avenue to the Southern Pacific Company right to way and continuing westerly along the prolongation of Morton Avenue to the shore line of San Pablo Bay, thence southerly and westerly along the shore line and waterfront of San Pablo Bay to Point San Pablo, thence southerly along an imaginary line from Point San Pablo to the San Francisco waterfront at the foot of Market Street, thence westerly along said waterfront and shore line to the Pacific Ocean, thence southerly along the shore line of the Pacific Ocean to the point of beginning, (2) between San Mateo and San Jose, Calif., and all intermediate points over U.S. Highways 101 and 101 Bypass, and (3) between Oakland, Calif., on the one hand, and, on the other Belmont, San Carlos, Redwood City, Atherton, Menlo Park, Palo Alto, Sunnyvale, Santa Clara, San Jose, and all intermediate points over any and all streets, roads, highways, and bridges.

HEARING: November 13, 1963, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Joint Board No. 75, or, if the Joint Board waives its right to participate, before Examiner F. Roy Linn.

No. MC 58813 (Sub-No. 48), filed August 23, 1963. Applicant: SELMAN'S EXPRESS, INC., 460 West 35th Street, New York, N.Y. Applicant's attorney: Solomon Granett, 1740 Broadway, New York 19, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Wearing apparel*, on hangers only, between Woodbury, Tenn., and Athens, Ga., and (2) *wearing apparel*, on hangers only, from Dalton, Ga., to New York, N.Y.

HEARING: November 15, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Laurence E. Masoner.

No. MC 64932 (Sub-No. 328), filed August 21, 1963. Applicant: ROGERS CARTAGE CO., a corporation, 1934 South Wentworth Avenue, Chicago, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, and *syrups*, in bulk, in tank vehicles, from Mapleton, Ill., and points within ten (10) miles thereof, to Washington, D.C., and points in California, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, New York, North Carolina, Ohio, Pennsylvania, Kentucky, Texas, and Wisconsin.

HEARING: November 15, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Isadore Freidson.

No. MC 70151 (Sub-No. 34), filed July 3, 1963. Applicant: UNITED TRUCKING SERVICE, INCORPORATED, 3047 Lonyo Road, Detroit 9, Mich. Applicant's attorney: Archie C. Fraser, 1400 Michigan National Tower, Lansing 8, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual

value, Classes A and B explosives, livestock, commodities in bulk (not including salt in bulk), commodities requiring special equipment and those injurious or contaminating to other lading), (1) between Adrian and Petersburg, Mich., from Adrian over Lenawee County and Monroe County Road 320, commonly known as Deerfield Road, to Petersburg, and return over the same route, serving Petersburg, (2) between Blissfield and Petersburg, Mich., from junction unnumbered Lenawee County Road and U.S. Highway 223 at Blissfield over unnumbered Lenawee County Road to junction Lenawee County and Monroe County Road 320, commonly known as Deerfield Road, thence over Lenawee County and Monroe County Road 320 via Deerfield, Mich., to Petersburg, and return over the same route, serving Petersburg and the intermediate point of Deerfield, and (3) between Blissfield and Adrian, Mich., from junction unnumbered Lenawee County Road and U.S. Highway 223 at Blissfield over unnumbered Lenawee County Road to junction Lenawee County and Monroe County Road 320, commonly known as Deerfield Road, thence over Lenawee County and Monroe County Road 320 to Adrian, and return over the same route, serving the intermediate point of Lenawee Junction, Mich.

HEARING: November 20, 1963, at the Federal Building, Lansing, Mich., before Joint Board No. 76, or if the Joint Board waives its right to participate before Examiner William J. O'Brien, Jr.

No. MC 81419 (Sub-No. 1), filed September 17, 1963. Applicant: FUCILLO, INC., 4 Lathrop Place, Boston 13, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Motion picture film and theatre supplies*, between Boston, Mass., and Woonsocket, Manville, Pawtucket, East Providence, Providence, Riverpoint, East Greenwich, Wickford, Wakefield, Riverside, Warwick, and Bistol, R.I.

HEARING: November 8, 1963, at the Hotel Essex, Boston, Mass., before Examiner Alton R. Smith.

No. MC 83539 (Sub-No. 104), filed August 23, 1963. Applicant: C & H TRANSPORTATION CO., INC., 1935 West Commerce Street, Post Office Box 5976, Dallas, Tex. Applicant's attorney: W. T. Brunson, 419 Northwest Sixth Street, Oklahoma City, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Compressors, engines, motors, machinery, generators, and turbines*, and (2) *parts, attachments and accessories of the items named in (1) above*, loose or in packages, from the plant sites of Worthington Corporation at Buffalo and Wellsville, N.Y., to points in Arizona, Arkansas, California, Colorado, Idaho, Illinois (except Chicago and points in the Chicago Commercial Zone), Iowa, Kansas, Louisiana, Minnesota, Missouri (except St. Louis and points in the St. Louis Commercial Zone), Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, Wisconsin, and Wyoming.

NOTE: Applicant states it proposes to engage in the same operation on return trips.

HEARING: November 14, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Barnard J. Hasson, Jr.

No. MC 86931 (Sub-No. 14), filed May 15, 1963. Applicant: WARD E. LANNING, INC., R.F.D. 5, Coshocton, Ohio. Applicant's attorney: JOHN A. CHILDERS, University Club Building, 40 South Third Street, Columbus 15, Ohio. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Cast iron pipe, cast iron pipe fittings, iron fire hydrants, iron body valves, iron valve boxes, lubricants, nuts, bolts and plastic or rubber gaskets; and materials, parts, supplies and accessories used in the production and installation thereof*, from Coshocton, Ohio to points in Kentucky and Tennessee, (2) *returned shipments of the commodities specified in (1)*, from points in Kentucky and Tennessee, to Coshocton, Ohio, (3) *iron fire hydrants, iron body valves, iron valve boxes, lubricants, nuts, bolts and plastic or rubber gaskets; and materials, parts, supplies and accessories used in the production and installation thereof and in the production and installation of cast iron pipe and cast iron pipe fittings*, from Coshocton, Ohio, to points in Ohio, Michigan, Indiana, Pennsylvania, West Virginia, Illinois and New York, (4) *returned shipments of the commodities specified in (3)*, from points in Ohio, Michigan, Indiana, Pennsylvania, West Virginia, Illinois and New York, to Coshocton, Ohio, and (5) *returned shipments of cast iron pipe and cast iron pipe fittings*, from points in Ohio, Michigan, Indiana, and Pennsylvania, to Coshocton, Ohio.

NOTE: Applicant states the proposed operations are to be limited to a transportation service to be performed under a continuing contract, or contracts, with James B. Clow & Sons, Inc. of Chicago, Ill., and wholly owned subsidiaries Eddy Valve Co., Waterford, N.Y., and Iowa Valve Co., Oskaloosa, Iowa.

HEARING: November 14, 1963, at the New Post Office Building, Columbus, Ohio, before Examiner Richard A. White.

No. MC 87207 (Sub-No. 9), filed June 21, 1963. Applicant: HARRY MCKENZIE TRUCKING CO., a corporation, 6446 East Saginaw, Selma, Calif. Applicant's attorney: Marvin Handler, 625 Market Street, San Francisco 5, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cotton bale ties*, between points in Merced, Madera, Fresno, Kings, Tulare, and Kern Counties, Calif., restricted to shipments having a prior movement by rail.

HEARING: November 18, 1963, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Joint Board No. 75, or, if the Joint Board waives its right to participate, before Examiner F. Roy Linn.

No. MC 88203 (Sub-No. 2) (AMENDMENT), filed November 23, 1962, published *FEDERAL REGISTER* issue of February 20, 1963, amended April 2, 1963, and republished, as amended, this issue. Applicant: OTIS WRIGHT & SONS, INC., 632 South Union Street, Lima, Ohio.

Applicant's attorney: Earl N. Merwin, 85 East Gay Street, Columbus 15, Ohio. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Brick*, from Sugarcreek, Ohio, to points in that part of Indiana on and north of U.S. Highway 40 (except Fort Wayne, and except points within fifty (50) miles of Fort Wayne).

NOTE: The purpose of this republication is to show the proposed transportation of brick under a continuing contract with The Belden Brick Company will be a year-round operation in lieu of the seasonal operations as previously published.

HEARING: November 12, 1963, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 60, or, if the Joint Board waives its right to participate, before Examiner Richard A. White.

No. MC 92983 (Sub-No. 425), filed August 7, 1963. Applicant: ELDON MILLER, INC., Post Office Drawer 617, Kansas City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from Des Moines, Iowa, to points in Michigan, North Dakota, and Ohio.

HEARING: November 14, 1963, in Room 401, Old Federal Office Building, Fifth and Court Avenues, Des Moines, Iowa, before Examiner Dallas B. Russell.

No. MC 94704 (Sub-No. 5), filed June 20, 1963. Applicant: WALTER NEUROTH, doing business as NEUROTH TRUCK LINE, Conrad, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Livestock and poultry waterers, yard hydrants and pig warmers*, from Conrad, Iowa, to points in Colorado, Oklahoma, and Texas.

HEARING: October 23, 1963, in Room 401, Old Federal Office Building, Fifth and Court Avenues, Des Moines, Iowa, before Examiner John S. Messer.

No. MC 95876 (Sub-No. 24), filed July 8, 1963. Applicant: ANDERSON TRUCKING SERVICE, INC., 203 Cooper Avenue North, St. Cloud, Minn. Applicant's attorney: Val M. Higgins, 1000 First National Bank Building, Minneapolis 2, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Granite, marble, slate and stone*, from points in Oklahoma to points in Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, New York, North Dakota, Ohio, Pennsylvania, South Dakota, and Wisconsin.

HEARING: November 5, 1963, at Room 393, Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn., before Examiner Gordon M. Callow.

No. MC 99623 (Sub-No. 1), filed September 13, 1963. Applicant: JAMES E. GRIFFIN & SONS, INC., Circuit Street, West Hanover, Mass. Applicant's attorney: Mary E. Kelley, 10 Tremont Street, Boston 8, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (a) *Furniture, pianos and baggage*,

between points in Massachusetts, (b) *building materials, contractors equipment, coal, coke, and other fuel*, between points within fifteen (15) miles of City Hall, Boston, Mass., and (c) *household goods*, between points within fifteen (15) miles of Town Hall, Hanover, Mass.

HEARING: November 13, 1963, at the Hotel Essex, Boston, Mass., before Joint Board No. 231, or if the Joint Board waives its right to participate, before Examiner Alton R. Smith.

No. MC 102616 (Sub-No. 734), filed September 20, 1963. Applicant: COASTAL TANK LINES, INC., 501 Grantley Road, York, Pa. Applicant's attorney: Harold G. Hernly, 711 14th Street, NW., Washington 5, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry chemicals, including dry litharges, oxides and commodities derived from lead*, in bulk, in tank and hopper type vehicles, from points in Kanawha County, W. Va., to points in Delaware, Kentucky, Maryland, New Jersey, New York, Ohio, Pennsylvania, Tennessee, and Virginia.

HEARING: October 21, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Charles B. Heinemann.

No. MC 102817 (Sub-No. 7), filed August 14, 1963. Applicant: PERKINS FURNITURE TRANSPORT, INC., 419 West Merrill Street, Indianapolis, Ind. Applicant's attorney: John E. Lesow, 3737 North Meridian Street, Indianapolis 8, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture, uncrated, and new furniture in containers*, when moving with the uncrated shipments of the same commodities, from Lexington, Ramseur, Thomasville, and Welcome, N.C., and points within ten (10) miles of each, to points in Arkansas, Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin, and Washington, D.C., and *only empty containers or other such incidental facilities* (not specified) used in transporting the commodities specified above, on return.

HEARING: November 12, 1963, at the Office of the Interstate Commerce Commission, Washington, D.C., before Examiner Warren C. White.

No. MC 106997 (Sub-No. 9), filed August 18, 1963. Applicant: ARTHUR PIERSON, 119 Water Street, Newton, N.J. Applicant's representative: George A. Olson, 69 Tonnele Avenue, Jersey City, N.J. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Sensitized photographic paper, reproduction machines, and supplies* from Newton, N.J., to Cleveland, Ohio, Detroit, Mich., Washington, D.C., and Atlanta, Ga.

NOTE: Applicant states proposed "service to be rendered under a continuing contract with Anken Chemical & Film Corp., Newton, N.J."

HEARING: November 13, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Harry M. Shooman.

No. MC 107107 (Sub-No. 285), filed September 18, 1963. Applicant: ALTERMAN TRANSPORT LINES, INC., Post Office Box 65, Allapattah Station, Miami 42, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Citrus products* (not canned and not frozen), in vehicles equipped with mechanical refrigeration, from Dallas and San Antonio, Tex., to points in Alabama, Georgia, Florida, North Carolina, South Carolina, Tennessee, and Virginia.

HEARING: November 8, 1963, at the Baker Hotel, Dallas, Tex. before Examiner Jerry F. Laughlin.

No. MC 107403 (Sub-No. 493), filed August 16, 1963. Applicant: E. BROOKE MATLACK, INC., 33d and Arch Streets, Philadelphia 4, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from Coraopolis, Pa., to points in Chautauqua, Erie and Niagara Counties, N.Y.

HEARING: October 8, 1963, at the Hotel Buffalo, Washington and Swan Streets, Buffalo, N.Y., before Examiner Walter R. Lee.

No. MC 107403 (Sub-No. 499), filed September 19, 1963. Applicant: E. BROOKE MATLACK, INC., 33d and Arch Streets, Philadelphia 4, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer, fertilizer compounds and urea*, (1) from points in Nebraska (except Omaha) to points in Iowa, Minnesota, and South Dakota; (2) from points in Nebraska to points in North Dakota, Montana, Wyoming, Colorado, Kansas, Missouri, Illinois, and Nebraska; (3) from points in Iowa to points in Nebraska; and (4) from Yankton, S. Dak., to points in Nebraska.

HEARING: October 16, 1963, at the Hotel Sheraton Fontenelle, Omaha, Nebr., before Examiner Harry M. Shooman.

No. MC 107515 (Sub-No. 440), filed May 6, 1963. Applicant: REFRIGERATED TRANSPORT CO., INC., 290 University Avenue SW., Atlanta 10, Ga. Applicant's attorney: Paul M. Daniell, Suite 214-217 Grant Building, Atlanta 3, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Darien, Wis., to points in Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, and Tennessee.

NOTE: Common control may be involved.

HEARING: November 7, 1963, in Room 852, U.S. Customs House, 610 South Canal Street, Chicago, Ill., before Examiner Dallas B. Russell.

No. MC 107515 (Sub-No. 441), filed May 22, 1963. Applicant: REFRIGERATED TRANSPORT CO., INC., 290 University Avenue SW., Atlanta 10, Ga. Applicant's attorney: Paul M. Daniell, Suite 214-217 Grant Building, Atlanta 3, Ga. Authority sought to operate as a

common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products and articles distributed by meat packing houses*, as described in Appendix I to the report in *Descriptions in Motor Carrier Certificates* 61 M.C.C. 209, 766 (except in bulk, in tank vehicles), from points in Nebraska, to points in Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee.

NOTE: Common control may be involved.

HEARING: November 18, 1963, at the Federal Office Building, 15th and Dodge Streets, Omaha, Nebr., before Examiner Dallas B. Russell.

No. MC 107541 (Sub-No. 12) (AMENDMENT), filed August 22, 1963, published FEDERAL REGISTER issue September 18, 1963, amended September 22, 1963, and republished as amended this issue. Applicant: MAGEE TRUCK SERVICE, INC., Post Office Box 67, Klickitat, Wash. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Lumber and beams, including boards or sheets, sawdust or ground wood, compressed with added resin binder*, between Oakridge, Eugene, Springfield, Cottage Grove, Roseburg, Bend, Madras, Molalla, Portland, and Coos Bay, Oreg., and Vancouver, Longview, Moses Lake, Spokane, Wenatchee, Tacoma, Kent, Renton, Seattle, and Everett, Wash.

NOTE: The purpose of this republication is to show that the territorial description will be "nonradial" in lieu of "radial" as previously published.

HEARING: Remains as assigned October 30, 1963, at the Interstate Commerce Commission Hearing Room, 410 Southwest 10th Avenue, Portland, Oreg., before Joint Board No. 45, or if the Joint Board waives its right to participate, before Examiner William E. Messer.

No. MC 109478 (Sub-No. 67), filed July 15, 1963. Applicant: WORSTER MOTOR LINES, INC., East Main Road, Rural Delivery No. 1, North East, Pa. Applicant's attorney: William W. Knox, 23 West 10th Street, Erie, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Grape juice* in bulk, in tank vehicles, from Spartanburg, S.C., to North East, Pa.

NOTE: Common control may be involved.

HEARING: November 8, 1963, at the New Federal Building, Pittsburgh, Pa., before Examiner Richard A. White.

No. MC 110525 (Sub-No. 602), filed September 19, 1963. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorney: Leonard A. Jaskiewicz, Munsey Building, Washington 4, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Dry chemicals, including dry litharges, oxides and commodities derived from lead*, in bulk, in tank or hopper vehicles, from points in Kanawha County, W. Va., to points in Delaware, Kentucky, Maryland, New Jersey, New York, Ohio, Pennsylvania, Tennessee, and Virginia.

HEARING: October 21, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Charles B. Heinemann.

No. MC 110698 (Sub-No. 246), filed May 2, 1963. Applicant: RYDER TANK LINE, INC., Winston-Salem Road (Post Office Box 457), Greensboro, N.C. Applicant's attorney: Reagan Sayers, Century Life Building, Fort Worth 2, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid insecticides, emulsifiers, adhesives, spreaders and stickers*, in bulk, in tank vehicles, from Chicago, Ill., to Jacksonville, Ark.

NOTE: Common control may be involved.

HEARING: November 6, 1963, in Room 852, U.S. Customs House, 610 South Canal Street, Chicago, Ill., before Examiner Dallas B. Russell.

No. MC 110698 (Sub-No. 256) (CORRECTION), filed September 11, 1963, published FEDERAL REGISTER issue of September 18, 1963, corrected and republished, this issue. Applicant: RYDER TANK LINE, INC., Box 8418; Winston-Salem Road, Greensboro, N.C. Applicant's attorney: Francis W. McInerney, 1000 16th Street NW., Washington 36, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Dry chemicals*, in bulk, from points in Kanawha County, W. Va., to points in Delaware, Kentucky, Maryland, New Jersey, New York, Ohio, Pennsylvania, Tennessee, and Virginia.

NOTE: The purpose of this republication is to show applicant's attorney.

HEARING: Remains as assigned October 21, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Charles B. Heinemann.

No. MC 112617 (Sub-No. 155), filed August 19, 1963. Applicant: LIQUID TRANSPORTERS, INC., Post Office Box 5135, Cherokee Station, Louisville, Ky. Applicant's attorney: Leonard A. Jaskiewicz, Munsey Building, Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in tank vehicles from Sheffield, Ala., and points within 15 miles thereof, to points in the United States excluding Alaska and Hawaii.

HEARING: November 13, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner J. Thomas Schneider.

No. MC 113678 (Sub-No. 54) (REPUBLICATION), filed August 8, 1963, published FEDERAL REGISTER issue of September 5, 1963, and republished this issue to show the advanced hearing date. Applicant: CURTIS, INC., 770 East 51st Avenue, Denver, Colo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods and exempt commodities*, when moving in the same vehicle with regulated commodities, from Philadelphia, Pa., and points in Bucks County, Pa., to points in Colorado, Minnesota, Missouri, Illinois, Utah, Arizona, Cali-

fornia, Oregon, Washington, and Wyoming, and to Omaha and Gering, Nebr.

NOTE: Common control may be involved.

HEARING: Advanced to October 22, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Alton R. Smith.

No. MC 113908 (Sub-No. 127), filed July 15, 1963. Applicant: ERICKSON TRANSPORT CORPORATION, Main Post Office Box 706, 706 West Tampa, Springfield, Mo. Applicant's attorney: Turner White, 809 Woodruff Building, Springfield, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fruit juice and fruit juice concentrates*, in bulk, in tank vehicles, and empty containers or other such incidental facilities (not specified) used in transporting the above-specified commodities, between points in Washington and points in Arkansas, Michigan, Pennsylvania, and New York.

HEARING: November 19, 1963, in Room 852, U.S. Customs House, 610 South Canal Street, Chicago, Ill., before Examiner Richard A. White.

No. MC 114067 (Sub-No. 23), filed August 28, 1963. Applicant: FORE TRUCKING CO., INC., Foot of Paru Street, Alameda, Calif. Applicant's attorney: C. C. Sherburne, Central Tower Building, Suite 1700, 703 Market Street, San Francisco 3, Calif. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Vegetable oils, including safflower oil*, from points in Kern, Kings, Tulare, Fresno, Madera, Stanislaus, San cated within the San Francisco, Calif., to docks, piers and dockside storage located within the San Francisco, Calif., Commercial Zone, including Encinal Terminals, Alameda, Calif.

HEARING: November 19, 1963, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Joint Board No. 75, or, if the Joint Board waives its right to participate, before Examiner F. Roy Linn.

No. MC 114211 (Sub-No. 38), filed September 18, 1963. Applicant: WARREN TRANSPORT, INC., Post Office Box 420, Waterloo, Black Hawk County, Iowa. Applicant's attorney: Charles W. Singer, 33 North La Salle Street, Suite 3600, Chicago 2, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Farm feed mills, and farm feed mill parts and attachments*, when moving with farm feed mills, from Crown Point, Ind., to points in Arkansas, Colorado, Illinois, Iowa, Kansas, Louisiana, New Mexico, Minnesota, Missouri, Montana, Nebraska, North Dakota, Oklahoma, South Dakota, Texas, Wisconsin, and Wyoming.

HEARING: November 4, 1963, in Room 852, U.S. Customs House, 610 South Canal Street, Chicago, Ill., before Examiner Dallas B. Russell.

No. MC 114533 (Sub-No. 69), filed May 10, 1963. Applicant: B. D. C. CORPORATION, 4970 South Archer Avenue, Chicago, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor ve-

hicle, over irregular routes, transporting: *Accounting media, business reports and records*, between points in Schaumburg Township, Ill., on the one hand, and, on the other, Milwaukee and Madison, Wis., and Detroit, Mich.

HEARING: November 5, 1963, at Room 852, U.S. Customs House, 610 South Canal Street, Chicago, Ill., before Examiner Dallas B. Russell.

No. MC 115841 (Sub-No. 136) (AMENDMENT), filed June 19, 1963, published FEDERAL REGISTER issued July 17, 1963, and republished as amended this issue.

Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, (1) from Baltimore, Md., Jersey City, N.J., Wilmington, Del., Philadelphia, and Doylestown, Pa., Braddock, N.J., and points in Atlantic, Camden, Cumberland, Gloucester, Salem, and Monmouth Counties, N.J., to points in Connecticut, Florida, Georgia, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Virginia, Alabama, Arkansas, California, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Mississippi, Missouri, Nebraska, Oklahoma, Oregon, Ohio, Tennessee, Texas, Washington, Wisconsin, and West Virginia, and (2) from Montezuma, Ga., to points in New Jersey, Maryland, Ohio, Kansas, and Texas.

NOTE: Applicant seeks no duplicate authority. The purpose of this republication is to broaden the scope of the authority previously sought.

HEARING: October 22, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Alton R. Smith.

No. MC 115887 (Sub-No. 4), filed August 20, 1963. Applicant: J. M. INGE TRUCKING COMPANY, INC., 5255 Hull Street Road, Richmond, Va. Applicant's attorney: Jno. C. Goddin, 10 South 10th Street, Richmond 19, Va. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts*, as described in Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, in vehicles equipped with mechanical refrigeration, from Richmond, Va., to Beckley, Charleston, and Huntington, W. Va., and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, and *damaged, and refused or rejected shipments*, on return.

HEARING: November 14, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Lacy W. Hinely.

No. MC 115946 (Sub-No. 28), filed August 19, 1963. Applicant: GAY TRUCKING COMPANY, a corporation, 4800 Augusta Road, Post Office Box 7055, Savannah, Ga. Applicant's attorney: William P. Sullivan, 1825 Jefferson Place NW, Washington, D.C. Authority sought to operate as a *common carrier*.

by motor vehicle, over irregular routes, transporting: *Roof deck materials* (except in bulk, in tank vehicles), from Brunswick, Ga., to points in Minnesota, South Dakota, Nebraska, Kansas, Oklahoma, Texas, Iowa, Missouri, Arkansas, Louisiana, Wisconsin, Illinois, Michigan, Indiana, Ohio, Kentucky, Mississippi, Pennsylvania, West Virginia, New Jersey, Maryland, Virginia, and Delaware.

HEARING: November 14, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Samuel Horwich.

No. MC 116205 (Sub-No. 12), filed June 6, 1963. Applicant: K & A TRUCK LINES, INC., 3708 Elm Street, Bettendorf, Iowa. Applicant's attorney: Keith S. Noah, 200 North Johnson Street, Charles City, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Tractors* (not including tractors with vehicle beds, bed frames or fifth wheels), and *attachments and parts thereof*, when moving in truckload lots or when moving incidental to and in the same vehicle with said tractors, from Charles City, Iowa, to points in Arkansas, Mississippi and Oklahoma, and to points in Bollinger, Butler, Cape Girardeau, Carter, Dunklin, Iron, Madison, Mississippi, New Madrid, Oregon, Pemiscot, Perry, Reynolds, Ripley, Saint Francois, Sainte Genevieve, Scott, Shannon, Stoddard, Washington, and Wayne Counties, Mo., and (2) *damaged, defective and returned tractors* (not including tractors with vehicle beds, bed frames or fifth wheels), and *attachments and parts thereof*, when moving in truckload lots or when moving incidental to and in the same vehicle with said tractors, from points in Arkansas, Mississippi and Oklahoma, and from points in Bollinger, Butler, Cape Girardeau, Carter, Dunklin, Iron, Madison, Mississippi, New Madrid, Oregon, Pemiscot, Perry, Reynolds, Ripley, Saint Francois, Sainte Genevieve, Scott, Shannon, Stoddard, Washington, and Wayne Counties, Mo., to Charles City, Iowa. RESTRICTION: The proposed operations in (1) above will be restricted to traffic originating at Charles City, Iowa, and the proposed operations in (2) above will be restricted to traffic destined to Charles City, Iowa.

NOTE: Any authority hereinafter granted will be issued in the appropriate sub number of K & A Truck Lines, Inc.

HEARING: November 15, 1963, in Room 401, Old Federal Office Building, Fifth and Court Avenues, Des Moines, Iowa, before Examiner Dallas B. Russell.

No. MC 116254 (Sub-No. 31), filed August 19, 1963. Applicant: CHEM HAULERS, INC., Post Office Box 245, Sheffield, Ala. Applicant's attorney: Walter Harwood, Nashville Bank and Trust Building, Nashville 3, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from Sheffield, Ala., and points within 15 miles thereof, to points in the United States, except Hawaii and Alaska.

NOTE: Applicant states no duplicating authority is sought.

HEARING: November 13, 1963, at the Offices of the Interstate Commerce Com-

mission, Washington, D.C., before Examiner J. Thomas Schneider.

No. MC 116434 (Sub-No. 31), filed May 29, 1963. Applicant: HUGH MAJOR, 150 Sinclair, South Roxana, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Water well casing, pipe, tubing, pipe fittings and protectors and steel*, between Louisiana, Mo., and points in Illinois, on the one hand, and, on the other, points in Wisconsin, Illinois, Minnesota, Ohio, Iowa, Indiana, Kentucky, Tennessee, Arkansas, Nebraska, Kansas, Louisiana, Maryland, Michigan, Mississippi, New Jersey, New York, North Dakota, South Dakota, North Carolina, South Carolina, Oklahoma, Pennsylvania, Texas, Virginia, West Virginia, Alabama, and Missouri.

NOTE: Applicant states, "Service for which authority is sought will be performed under a continuing contract with Valley Steel Products Company of St. Louis, Mo., with whom applicant presently has a contract and for whom he presently performs interstate transportation."

HEARING: November 12, 1963, at the Midland Hotel, Chicago, Ill., before Examiner William J. O'Brien, Jr.

No. MC 116434 (Sub-No. 32), filed June 17, 1963. Applicant: HUGH MAJOR, 150 Sinclair, South Roxana, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle over irregular routes, transporting: *Building, paving and roofing materials and insulation*, from Rockdale, Ill., to points in Arkansas, Missouri, Kentucky, and Tennessee.

HEARING: November 21, 1963, in Room 852, U.S. Customs House, 610 Canal Street, Chicago, Ill., before Examiner Richard A. White.

No. MC 116632 (Sub-No. 8), filed July 1, 1963. Applicant: RALPH E. CURTIS & SON, INC., 123 Mount Hope Avenue, Bangor, Maine. Applicant's attorney: Frederick T. McGonagle, 443 Congress Street, Room 414, Portland, Maine. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Wooden fencing, wooden panels, wooden posts, and wooden rails*, from points in Aroostook, Penobscot, Piscataquis, and Somerset Counties, Maine, to points in New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, and Washington, D.C., and (2) *lumber and disassembled wooden picnic tables and wooden cabin siding*, from Lee, Maine, to points in New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, and Pennsylvania, and Washington, D.C.

HEARING: November 22, 1963, at The State House, Augusta, Maine, before Examiner Alton R. Smith.

No. MC 116880 (Sub-No. 3), filed August 29, 1963. Applicant: WALTER D. DAVIS, Bangor Street, Houlton, Maine. Applicant's attorney: Clarence I. Peterson, 10 Post Office Square, Boston, Mass. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer materials* from Woburn,

Mass., to points in Aroostook County, Maine, and *exempt commodities*, on return.

HEARING: October 7, 1963, at the Hotel Essex, Boston, Mass. before Joint Board No. 69.

No. MC 117200 (Sub-No. 6), filed July 11, 1963. Applicant: ALLEN TISCH AND MERDON DREWS, a partnership, doing business as TISCH AND DREWS, 212 Green Bay Avenue, Oconto Falls, Wis. Applicant's attorney: Eugene E. Behling, Oconto Falls, Wis. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Coal*, in bulk, from Marinette, Wis., to points in Menominee, Dickinson, Iron, Marquette, Delta, Schoolcraft, and Alger Counties in the Upper Peninsula of Michigan.

NOTE: Applicant states the proposed operation will be for and directed by Michela Coal and Dock Company, a subsidiary of Peabody Coal Company, Marinette, Wis.

HEARING: November 15, 1963, at the Wisconsin Public Service Commission, Madison, Wis., before Joint Board No. 95, or, if the Joint Board waives its right to participate before Examiner Gordon M. Callow.

No. MC 117344 (Sub-No. 103), filed May 27, 1963. Applicant: THE MAXWELL CO., 10380 Evendale Drive, Cincinnati 15, Ohio. Applicant's attorney: James R. Stiverson, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cleaning compounds* and *washing compounds*, in bulk, in tank vehicles, from Cincinnati, Ohio, to points in Indiana, Illinois, Massachusetts, Michigan, Missouri, New Jersey, New York, Pennsylvania, West Virginia, and Wisconsin, and *empty containers or other such incidental facilities* (not specified) used in transporting the above commodities, on return.

HEARING: October 28, 1963, at the New Post Office Building, Columbus, Ohio, before Examiner Gerald F. Colfer.

No. MC 117344 (Sub-No. 111), filed September 20, 1963. Applicant: THE MAXWELL CO., 10380 Evendale Drive, Cincinnati 15, Ohio. Applicant's attorney: James R. Stiverson, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Phosphatic fertilizer solutions* (not including phosphoric acid), in bulk, in tank vehicles, from the plant site of Monsanto Chemical Company, located at or near Trenton, Mich., to points in Illinois, Indiana, and Ohio, and *empty containers or other such incidental facilities* (not specified), used in transporting the above described commodity, on return.

HEARING: October 22, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner J. Thomas Schneider.

No. MC 117815 (Sub-No. 11), filed June 10, 1963. Applicant: PULLEY FREIGHT LINES, INC., 2341 Easton Boulevard, Des Moines 17, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Authority sought to

operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned goods*, from Lawrence, Kans., to Omaha, Nebr., and points in Iowa (except Des Moines).

HEARING: November 12, 1963, at Room 401, Old Federal Office Building, Fifth and Court Avenues, Des Moines, Iowa, before Examiner Dallas B. Russell.

No. MC 117355 (Sub-No. 6), filed August 16, 1963. Applicant: JESSE A. KRONINGER, INC., Rural Delivery 1, Mertztown, Pa. Applicant's attorney: Christian V. Graf, 407 North Front Street, Harrisburg, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sand*, in bulk, from points in that part of Gloucester County, N.J., northwest of the New Jersey Turnpike, to points in Montgomery County, Pa.

HEARING: November 12, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Lawrence A. Van Dyke, Jr.

No. MC 118851 (Sub-No. 2), filed July 14, 1963. Applicant: JOSEPH CHOMKO AND MARGARET CHOMKO, a partnership, doing business as CHOMKO BANANA TRANSFER, 1007 Baker Street, Taylor, Pa. Applicant's attorney: Harvey Gelb, Scranton Life Building, Scranton, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, from Port Newark, N.J., to Scranton, Pa.

HEARING: November 21, 1963, at the Federal Building, Scranton, Pa., before Examiner Leo A. Riegl.

No. MC 118921 (Sub-No. 2), filed July 1, 1963. Applicant: FLOYD DAHLE, doing business as DAHLE COAL & SUPPLY, 104 South Drake Street, Titusville, Pa. Applicant's attorney: Arthur J. Diskin, 302 Frick Building, Pittsburgh 19, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural lime*, in bulk, in dump vehicles, from Conneaut, Ohio, to points in that part of Pennsylvania bounded by a line beginning at Franklin, Pa., and extending north along the Allegheny River to Tidioute, Pa., thence along Pennsylvania Highway 127 through Hemlock, Pa., to junction Pennsylvania Highway 27, thence along Pennsylvania Highway 27 through Garland, Pa., to junction Pennsylvania Highway 77, thence along Pennsylvania Highway 77 through Spring Creek and Little Cooley, Pa., to junction Pennsylvania Highway 408 near New Richmond, Pa., thence south along Pennsylvania Highway 408 to junction Pennsylvania Highway 78 and thence along Pennsylvania Highway 78 to Cochranton, Pa., and thence along U.S. Highway 322 to point of beginning, including points on the indicated portions of the highways specified. **RESTRICTION:** The service proposed herein will be subject to the following conditions: Carrier's operations shall be conducted separately from his other business activities. Carrier shall maintain separate accounting systems for his private and for-hire carrier operations. Carrier shall not at the same time and in the same vehicle transport property both as a

private carrier and as a carrier for-hire. The operations authorized herein are limited to a transportation service to be performed under a continuing contract, or contracts, with Titusville Cooperative G.L.F. Service, of Titusville, Pa.

NOTE: Applicant states it proposes to render service on a year-round basis. Its present permit provides that service may be rendered "during the season extending from May 1 to December 1 of each year". This application requests the removal of the seasonal restriction.

HEARING: November 6, 1963, at the New Federal Building, Pittsburgh, Pa., before Examiner Richard A. White.

No. MC 119005 (Sub-No. 1), filed September 8, 1963. Applicant: GLENN R. OHLER, doing business as OHLER'S TOWING SERVICE, 1610 Elson, Adelphi, Md. Applicant's attorney: Paul A. Sherier, 613 Warner Building, 13th and E Streets NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Disabled motor vehicles* (except trailers designed to be drawn by passenger automobiles), and *replacement tractors, trailers and trucks*, between points in North Carolina, Virginia, West Virginia, Maryland, Delaware, Pennsylvania, New Jersey, New York, and the District of Columbia.

HEARING: November 4, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner David Waters.

No. MC 119641 (Sub-No. 41), filed May 14, 1963. Applicant: RINGLE EXPRESS, INC., 405 South Grant Avenue, Fowler, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Farm feed mills, and farm feed mill parts and attachments*, when moving with farm feed mills, from Crown Point, Ind., to points in Alabama, Connecticut, Delaware, Florida, Georgia, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and the District of Columbia, and *damaged and rejected shipments* on return.

HEARING: November 4, 1963, at Room 852, U.S. Customs House, 610 South Canal Street, Chicago, Ill., before Examiner Dallas B. Russell.

No. MC 119767 (Sub-No. 5), filed July 2, 1963. Applicant: BEAVER TRANSPORT CO., a corporation, 100 South Calumet Street, Burlington, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic containers*, with or without tops, (1) one gallon capacity and less, from Rockdale, Ill., to Milwaukee, Wis., and Minneapolis, Minn.

NOTE: Applicant proposes to perform the transportation in vehicles especially designed for the movement of plastic containers. Common control may be involved.

HEARING: November 18, 1963, in Room 852, U.S. Customs House, Joint Board No. 141, or if the Joint Board

waives its right to participate before Examiner Richard A. White.

No. MC 119767 (Sub-No. 6), filed July 2, 1963. Applicant: BEAVER TRANSPORT CO., a corporation, 100 South Calumet Street, Burlington, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glass containers*, one gallon capacity or less, with or without caps, closures or rubber rings, from Mundelein, Ill., to Canton, Cape Girardeau, Desloge, Dexter, Esther, Hannibal, Kennett, Malden, Mexico, New Haven, Poplar Bluff, St. Louis, Sikeston, Washington, and West Alton, Mo., and Devils Lake, Bismarck, Jamestown, Minot, Williston, Grand Forks, Fargo, Kenmare, Valley City, and Wahpeton, N. Dak.

NOTE: Common control may be involved.

HEARING: November 18, 1963, in Room 852, U.S. Customs House, 610 South Canal Street, Chicago, Ill., before Examiner Richard A. White.

No. MC 123048 (Sub-No. 27), filed August 28, 1963. Applicant: DIAMOND TRANSPORTATION SYSTEM, INC., 1919 Hamilton Avenue, Racine, Wis. Applicant's attorney: Glenn W. Stephens, 121 West Doty Street, Madison 3, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural machinery, tractors, and tractor attachments* (except commodities requiring the use of special equipment and handling), (1) from Racine, Wis., Burlington, and Bettendorf, Iowa, and Rockford, Ill., to points in Florida, North Carolina, and South Carolina, (2) from Racine, Wis., Burlington, and Bettendorf, Iowa, to points in Alabama, and Georgia, (3) from Racine, Wis., and Bettendorf, Iowa, to points in Kentucky, and Mississippi, and (4) from Bettendorf, Iowa, to points in Tennessee.

HEARING: November 12, 1963, at the Wisconsin Public Service Commission, Madison, Wis., before Examiner Gordon M. Callow.

No. MC 123294 (Sub-No. 8), filed June 6, 1963. Applicant: WARSAW TRUCKING CO., INC., Warsaw, Ind. Applicant's attorney: Robert A. Sullivan, 1800 Buhl Building, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Metal castings and stampings*, from the plant site of Huffer Foundries located at Warsaw, Ind., to points in Alabama, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Idaho, Iowa (except Burlington), Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Minnesota, Mississippi, Missouri, Montana, Nevada, New Hampshire, New Jersey, New Mexico, North Dakota, Oklahoma, Oregon, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wyoming, and the District of Columbia, and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, on return.

HEARING: November 20, 1963, in Room 852, U.S. Customs House, 610 South Canal Street, Chicago, Ill., before Examiner Richard A. White.

No. MC 123407 (Sub-No. 9), filed July 17, 1963. Applicant: SEURING TRANSPORT, INC., 2424 Minnehaha Avenue, Minneapolis, Minn. Applicant's attorney: Alan Foss, First National Bank Building, Fargo, N. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building material*, from L'Anse, Mich., to points in Wisconsin, Illinois, Minnesota, Iowa, North Dakota, South Dakota, Nebraska, Missouri, Indiana, Ohio, and Pennsylvania, and *machinery, equipment, materials and supplies used in the manufacture, processing and transmission of building materials*, on return.

NOTE: Common control may be involved.

HEARING: November 6, 1963, at Room 393 Federal Building and U.S. Court House, 110 South Fourth Street, Minneapolis, Minn., before Examiner Gordon M. Callow.

No. MC 123922 (Sub-No. 6), filed September 18, 1963. Applicant: CHARTER BULK SERVICE, INC., 72 St. Charles Street, Newark, N.J. Applicant's attorney: Charles J. Williams, 1060 Broad Street, Newark 2, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry chemicals*, in bulk, in tank and hopper vehicles, from Wallingford, Conn., to points in Delaware, District of Columbia, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, West Virginia, and Wisconsin, and *rejected shipments*, on return.

HEARING: October 28, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Richard H. Roberts.

No. MC 124070 (Sub-No. 5), filed May 3, 1963. Applicant: CHEMICAL HAULERS, INC., 5723 Kennedy Avenue, Hammond, Ind. Applicant's attorney: Howell Ellis, Suite 616-618 Fidelity Building, 111 Monument Circle, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paint*, in bulk, in tank vehicles, from Chicago, Ill., to Murfreesboro, Tenn.

HEARING: November 6, 1963, in Room 852, U.S. Customs House, 610 South Canal Street, Chicago, Ill., before Examiner Dallas B. Russell.

No. MC 124123 (Sub-No. 13), filed June 9, 1963. Applicant: SCHWERMAN TRUCKING CO., OF ILL., INC., 620 South 29th Street, Milwaukee 46, Wis. Applicant's attorney: James R. Ziperski (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fluorspar*, dry, in bulk, from Cave in Rock and Rosiclare, Ill., and points within ten miles of each origin, to points in Alabama, Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Mississippi, Missouri, Ohio, Oklahoma, Pennsylvania, Tennessee, West Virginia, and Wisconsin.

NOTE: Common control may be involved.

HEARING: November 19, 1963, in Room 852, U.S. Customs House, 610

South Canal Street, Chicago, Ill., before Examiner Richard A. White.

No. MC 124278 (Sub-No. 2), filed May 31, 1963. Applicant: HARRY M. WIGGINS AND LIONEL F. WIGGINS, doing business as, WIGGINS & SON, Prairie City, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Farm truck hoists and wagon hoists, plow mulcher attachments, wagon gears, wagon chassis parts, wheel rims and knocked-down wagon connections*, from Prairie City, Iowa, to points in Illinois, Kansas, Minnesota, Missouri, Nebraska, South Dakota, and Wisconsin.

NOTE: Applicant states the "proposed operation would be limited to a transportation service to be performed, under a continuing contract, or contracts, with Dowden, Inc., of Prairie City, Iowa. No duplicating authority is sought."

HEARING: November 14, 1963, at Room 401, Old Federal Office Building, Fifth and Court Avenues, Des Moines, Iowa, before Examiner Dallas B. Russell.

No. MC 124802 (Sub-No. 2), filed July 8, 1963. Applicant: CURTIS WOMELDORF, doing business as ACE MOTOR FREIGHT, Summerville, Pa. Applicant's attorney: H. Ray Pope, Clarion, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper and paper cartons*, from Canton, Ohio, to Summerville, Pa.

HEARING: November 8, 1963, at the New Federal Building, Pittsburgh, Pa., before Examiner Richard A. White.

No. MC 124807 (Sub-No. 1), filed July 11, 1963. Applicant: JACK LINK, doing business as JACK LINK TRUCK LINE, Dyersville, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Chip dip, and dairy products* as described in Section B of Appendix I to *Descriptions in Motor Carrier Certificates*, 61, M.C.C. 209, 273, from Chippewa Falls, Richland Center, and Westby, Wis., and Dubuque, Iowa, to points in Iowa, Missouri, Nebraska, and South Dakota.

HEARING: November 13, 1963, at Room 401, Old Federal Office Building, Fifth and Court Avenues, Des Moines, Iowa, before Examiner Dallas B. Russell.

No. MC 124960 (Sub-No. 1), filed May 13, 1963. Applicant: STATEWIDE FREIGHT SERVICE, INC., 4 Woonasquatucket Avenue, Providence, R.I. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pig iron*, loose, in bulk, in dump truck equipment, from Providence and Cranston, R.I., to gray iron foundries located in Ansonia, Bridgeport, Naugatuck, New Britain, Norwalk, Plainville, Southington, Stamford, Stratford, Terryville, Torrington, Waterbury, and Windsor, Conn., Auburn, Dexter, Kittery, Lewiston, Livermore Falls, Millinocket, and Portland, Maine, Amesbury, Athol, Barre, Beverly, Chicopee, Concord, Fitchburg, Gilbertville, Granitville, Greenfield, Indian Orchard, Lawrence, Lowell, North Andover,

Orange, Southbridge, Springfield, Turner's Falls, Ware, Westfield, and Winchendon, Mass., Claremont, Concord, Dover, Laconia, Nashua and Portsmouth, N.H., and Barre, Hardwick, Morrisville, Poultney, Rutland, St. Johnsbury, and Springfield, Vt.

HEARING: November 4, 1963, at the Federal Building, Providence, R.I., before Examiner Alton R. Smith.

No. MC 125123 (Sub-No. 1), filed May 23, 1963. Applicant: MARY DICK AND HOLLIS A. DICK, a partnership, doing business as H. O. TRANSFER CO., Bethany, Ill. Applicant's attorney: Robert T. Lawley, 306-308 Reisch Building, Springfield, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dry and liquid fertilizer handling and applying equipment, including storage tanks, nurse tanks, applying tanks, applicator tanks, trailers and chassis, and parts and components for said handling and applying equipment*, from Decatur and St. Charles, Ill., to points in Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Ohio, Pennsylvania, and Wisconsin, and *empty containers or other such incidental facilities* (not specified) used in transporting the above specified commodities, on return.

NOTE: Applicant states the proposed service will be performed for the account for Tryco Manufacturing Company, Inc.

HEARING: November 8, 1963, at the U.S. Courtrooms and Federal Building, Springfield, Ill., before Examiner William J. O'Brien, Jr.

No. MC 125219, filed March 27, 1963. Applicant: LEONARD J. TURCOTTE, doing business as TURCOTTE'S GARAGE, 865 Sabattus Street, Lewiston, Maine. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Repossessed wrecked and otherwise disabled motor vehicles and vehicular equipment*, by use of wrecker equipment, between points in Maine, on the one hand, and, on the other, points in New Hampshire and Massachusetts.

HEARING: November 21, 1963, at The State House, Augusta, Maine, before Joint Board No. 69, or, if the Joint Board waives its right to participate, before Examiner Alton R. Smith.

No. MC 125234 (CORRECTION), filed April 1, 1963, published FEDERAL REGISTER issue September 11, 1963, corrected September 19, 1963, and republished as corrected this issue. Applicant: GERALD ADRIAN, doing business as G. ADRIAN, 1417 Warren Street, Davenport, Iowa. Applicant's attorney: David Axelrod, 39 South LaSalle Street, Chicago 3, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lime and limestone products*, from Davenport, Iowa, and points within five (5) miles thereof, to points in North Dakota, South Dakota, Illinois, Indiana, Iowa, Missouri, Minnesota, Wisconsin, Nebraska, and Detroit, Mich.

NOTE: Applicant states the proposed service will be performed "under contract with Linwood Stone Products Co., Inc., of Davenport, Iowa." The purpose of this republica-

tion is to indicate the origin and destination territories as above in lieu of those shown in the previous publication.

HEARING: Remains as assigned October 22, 1963, at the Conrad Hilton, Chicago, Ill., before Examiner W. Elliott Neffien.

No. MC 125344, filed May 8, 1963. Applicant: V.C.P. CARTAGE CO., INC., 1143 Crain Street, Park Ridge, Ill. Applicant's representative: George S. Mullins, 4704 West Irving Park Road, Chicago 41, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Mattresses, in bags and cartons, box springs, in bags, mattresses and box springs combined, in bags*, from the plant site of the Lifetime Foam Products Inc., located at 2301 Davis Street, North Chicago, Ill., to Chicago, Ill., and points in Iowa, Indiana, Michigan, Missouri, Ohio, and Wisconsin, and *returned and rejected shipments*, on return.

HEARING: November 4, 1963, in Room 852, U.S. Customs House, 610 South Canal Street, Chicago, Ill., before Examiner Dallas B. Russell.

No. MC 125346 (Sub-No. 1), filed May 14, 1963. Applicant: GALENA TRANSPORT, INC., Holmes Street, Galena, Ohio. Applicant's attorney: Richard H. Brandon, Hartman Building, Columbus 15, Ohio. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Building brick*, from Galena, Ohio, to points in New York, Pennsylvania, West Virginia, Kentucky, Indiana, Illinois, Michigan, and Wisconsin, and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, and *materials used in the manufacture of building brick*, on return.

NOTE: Applicant states that the proposed operation will be under contract with The Galena Shale Tile & Brick Company, located at Galena, Ohio.

HEARING: November 13, 1963, at the New Post Office Building, Columbus, Ohio, before Examiner Richard A. White.

No. MC 125355, filed May 13, 1963. Applicant: MARY WERNER, doing business as A & W TOWING SERVICE, 2147 Hatmaker Street, Cincinnati 4, Ohio. Applicant's attorney: Herbert Baker, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Disabled and wrecked vehicles, and parts and equipment for disabled and wrecked vehicles and replacement vehicles*, between points in Hamilton County, Ohio, on the one hand, and, on the other, points in Indiana, Illinois, Kentucky, Michigan, Pennsylvania, Tennessee, and West Virginia.

HEARING: November 13, 1963, at the New Post Office Building, Columbus, Ohio, before Examiner Richard A. White.

No. MC 125373 (Sub-No. 2), filed July 19, 1963. Applicant: RICHARD G. BAER, doing business as UNITED DELIVERY SERVICE, Letendre Avenue, Port Edwards, Wis. Authority sought

to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Frozen human blood*, from St. Joseph's Hospital, Marshfield, Wis., Memorial and St. Mary's Hospitals, Wausau, Wis., St. Michael's Hospital, Stevens Point, Wis., and Riverview Hospital, Wisconsin Rapids, Wis., to Wisconsin Rapids, Wis., and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodity, on return.

NOTE: Applicant states that pickups of the above commodity will be made at the above points and consolidated at Wisconsin Rapids for subsequent delivery by other carriers to Lederle Laboratories, Pearl River, N.Y.

HEARING: November 15, 1963, at the Wisconsin Public Service Commission, Madison, Wis., before Joint Board No. 96, or, if the Joint Board waives its right to participate before Examiner Gordon M. Callow.

No. MC 125382 (Sub-No. 1), filed August 29, 1963. Applicant: CARTER BROS., Box 28, Monticello, Maine. Applicant's attorney: Clarence I. Peterson, 10 Post Office Square, Boston, Mass. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer materials*, from Woburn, Mass., to points in Aroostook County, Maine, and *exempt commodities*, on return.

HEARING: October 7, 1963, at the Hotel Essex, Boston, Mass., before Joint Board No. 69.

No. MC 125409, filed May 27, 1963. Applicant: R. & R. TRUCKING CO., INC., Blue Anchor, N.J., Rural Free Delivery No. 5, Hammonton, N.J. Applicant's attorney: Louis G. Feldmann, Northeastern National Bank Building, Hazelton, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Sheet metal products*, from the Lewis Steel Products Corp., Valmont Industrial Park, West Hazelton, Luzerne County, Pa., and (2) *breakfast room and kitchen sets*, from Spartan Chrome Furniture Manufacturing Co., located at Philadelphia, Pa., to points in Maine, New Hampshire, Vermont, Rhode Island, Massachusetts, Connecticut, New York, Pennsylvania, New Jersey, Delaware, Maryland, the District of Columbia, Virginia, West Virginia, Kentucky, Ohio, Illinois, Michigan, Indiana, and Wisconsin, and *rejected, damaged and refused merchandise*, on return.

HEARING: November 22, 1963, at the Federal Building, Scranton, Pa., before Examiner Leo A. Riegel.

No. MC 125446 (Sub-No. 1), filed August 21, 1963. Applicant: COAL BROOK SALES CO., INC., Rear Peck Avenue, Carbondale, Pa. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Scrap iron and scrap metals*, loose and in bales, from points in Lackawanna and Luzerne Counties, Pa., to points in Essex and Hudson Counties, N.J., and to New York, N.Y., and Morrisville, Pa., and *rejected and dam-*

aged shipments, on return, restricted to a transportation service to be performed under contract with Coal Brook Iron & Metal Co., Inc., and John C. Baumann; and (2) cinders and aggregates, in dump vehicles, from points in Lackawanna, Luzerne, Wayne, Pike and Schuylkill Counties, Pa., to points in New Jersey and New York, and *rejected and damaged shipments*, on return, restricted to a transportation service to be performed under contract with Coal Brook Iron & Metal Co. Inc., John C. Baumann and De Angelis Supreme Anthracite, Inc.

HEARING: November 6, 1963, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Charles J. Murphy.

No. MC 125454, filed May 27, 1963. Applicant: RAYMOND D. McNAUGHTON AND TWILA S. McNAUGHTON, a partnership, doing business as McNAUGHTON TRANSFER CO., East Indiana Avenue, Blairsville, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Toilet preparations, soaps and cosmetics, and related advertising material*, from Blairsville, Pa., to points in Armstrong, Blair, Cambria, Clarion, Clearfield, Fayette, Huntingdon, Indiana, Jefferson, Somerset, and Westmoreland Counties, Pa., and *damaged and rejected merchandise*, on return.

NOTE: Common control may be involved.

HEARING: November 6, 1963, at the New Federal Building, Pittsburgh, Pa., before Examiner Richard A. White.

No. MC 125512 (Sub-No. 2), filed July 29, 1963. Applicant: RONALD DETJENS, 1315 Sherman Avenue, Wausau, Wis. Applicant's attorney: Edward Solie, 1 South Pinckney Street, Madison 3, Wis. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Wood chips*, in bulk, from Trout Creek, Mich., to points in Wisconsin.

NOTE: Applicant states the proposed operation will be under a continuing contract with the Abbott Fox Lumber Co. of Trout Creek, Mich.

HEARING: November 15, 1963, at the Wisconsin Public Service Commission, Madison, Wis., before Joint Board No. 95, or if the Joint Board waives its right to participate before Examiner Gordon M. Callow.

No. MC 125578, filed August 5, 1963. Applicant: DAVID L. NEWMAN AND EARL J. NEWMAN, doing business as PARKVIEW TRAILER TOWING, Arcola, Ill. Applicant's attorney: Charles R. Young, Suite 500 McMullen Building, Danville, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used house trailers and the necessary equipment and accessories, to set up said used house trailers on temporary foundations and the necessary equipment and accessories to remove said used house trailers from temporary foundations, and empty container or other such incidental facilities used in transporting the commodities specified, between points in Illinois on the one hand, and on the other, points in Indiana, Kentucky, Missouri, Iowa, and Wisconsin.*

No. 192—8

HEARING: November 6, 1963, at the U.S. Court Rooms and Federal Building, Springfield, Ill., before Examiner William J. O'Brien, Jr.

No. MC 125599, filed August 12, 1963. Applicant: ALEXANDER L. HACKETT, JR., 1846 Preston Road, Willow Grove, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over *irregular routes*, transporting: *Race horses*, during the season from February 1st to November 30th, inclusive, of each year, between Cherry Hill, Mays Landing, and Oceanport, N.J., Laurel, Md., and Stanton, Del.

HEARING: November 13, 1963, in Room 709, U.S. Appraisers' Stores Building, Bay and Lombard Streets, Baltimore, Md., before Joint Board No. 283.

No. MC 125608, filed August 16, 1963. Applicant: VALER LUPU, doing business as VALER TRANSPORTATION COMPANY, 18615 Dix, Melvindale, Mich. Applicant's attorney: Rex Eames, 1800 Buhl Building, Detroit 26, Mich. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Beer*, from St. Louis, Mo., to Detroit, Mich., and (2) *empty beer bottles, cases and barrels*, from Detroit, Mich., to St. Louis, Mo.

NOTE: Applicant states the proposed service will be performed under a continuing contract with United Beverage Wholesalers, Inc., Detroit, Michigan.

HEARING: November 18, 1963, at the Federal Building, Lansing, Mich., before Examiner William J. O'Brien, Jr.

No. MC 125660, filed September 6, 1963. Applicant: ROBERT J. KOSLOSKE, doing business as KOSLOSKE MOTOR CO., 200 North Broadway, Sauk Rapids, Minn. Applicant's attorney: Val M. Higgins, 1000 First National Bank Building, Minneapolis 2, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wrecked and disabled motor vehicles, and tractors for replacement of wrecked and disabled tractors in truckaway service, between St. Cloud and Sauk Rapids, Minn., on the one hand, and on the other, points in Wisconsin, Illinois, Indiana, Ohio, Pennsylvania, New Jersey, Connecticut, Massachusetts, New York, Kentucky, Tennessee, North Carolina, Iowa, Missouri, Oklahoma, and Texas.*

HEARING: November 4, 1963, at Room 393 Federal Building and U.S. Court-house, 110 South Fourth Street, Minneapolis, Minn., before Examiner Gordon M. Callow.

MOTOR CARRIERS OF PASSENGERS

No. MC 68647 (Sub-No. 2), filed August 27, 1963. Applicant: W. H. LUDDY & SON, INC., 71 North Central Street, East Bridgewater, Mass. Applicant's attorney: Francis E. Barrett, Professional Building, 25 Bryant Avenue, East Milton 86 (Boston), Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in round-trip charter operations, beginning and ending at East Bridgewater, Mass., or points within fifteen (15) miles thereof, and extending to points in New York,

Pennsylvania, Virginia, Maryland, Delaware, and the District of Columbia.

HEARING: November 15, 1963, at the Hotel Essex, Boston, Mass., before Examiner Alton R. Smith.

No. MC 99118 (Sub-No. 2), filed August 12, 1963. Applicant: DILLARD A. TOLIVER AND W. W. FARMER, a partnership, doing business as FARMER BUS LINE, 1100 Denver (Post Office Box 903), Wichita Falls, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, express, mail and newspapers*, in the same vehicle, between Wichita Falls and San Antonio, Tex., from Wichita Falls over Texas Highway 79 to Olney, Tex., thence over Texas Highway 251 to New Castle, Tex., thence over Texas Highway 24 to Graham, Tex., thence over Texas Highway 67 to Breckenridge, Tex., thence over Texas Highway 6 to DeLeon, Tex., thence over Texas Highway 16 to Fredericksburg, Tex., thence over U.S. Highway 87 to San Antonio, and return over the same route, serving all intermediate points.

HEARING: November 7, 1963, at the Baker Hotel, Dallas, Tex., before Joint Board No. 77, or, if the Joint Board waives its right to participate before Examiner Jerry F. Laughlin.

No. MC 99581 (Sub-No. 1), filed June 13, 1963. Applicant: HORACE SIMMONS, doing business as VACA VALLEY BUS LINES, 1411 West Texas Street, Fairfield, Calif. Applicant's attorney: Daniel W. Baker, 625 Market Street, San Francisco 5, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express, mail and newspapers*, in the same vehicle with passenger, (1) between Fairfield, Calif., and Travis Air Force Base, Calif.: from Fairfield over North Texas Road and Travis Access Road to Travis Air Force Base, and return over the same route, serving all intermediate points, (2) between Fairfield, Calif., and Suisun, Calif.: from Fairfield over Union Avenue to Suisun, and return over the same route, serving all intermediate points, and (3) between Vacaville, Calif., and Travis Air Force Base, Calif.: from Vacaville over Davis Road, Peabody Road, and Travis Access Road to Travis Air Force Base, and return over the same route, serving all intermediate points.

HEARING: November 12, 1963, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Joint Board No. 75, or, if the Joint Board waives its right to participate, before Examiner F. Roy Linn.

No. MC 125645, filed August 29, 1963. Applicant: L. E. WILSON, doing business as SHELTON STAGES, 1403 Railroad Avenue, Shelton, Wash. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express and newspapers*, in the same vehicle, (1) between Shelton and Olympia, Wash., from Shelton over U.S. Highway 101 to Olympia, and return over the same route, serving all intermediate points, and (2) between Olympia and Bremerton, Wash., (a) from Olympia

over U.S. Highway 101 via Shelton to junction Washington Highway 21, thence over Washington Highway 21 to Union, thence over Washington Highway 21 to Bremerton, and (b) from Olympia over U.S. Highway 101 to junction Washington Highway 14A at Shelton, thence over Washington Highway 14A to junction Washington Highway 21, thence over Washington Highway 21 to Bremerton, and return over the same routes, serving all intermediate points.

HEARING: October 31, 1963, at the Federal Office Building, Seattle, Wash., before Joint Board No. 80, or, if the Joint Board waives its right to participate, before Examiner C. Evans Brooks.

APPLICATIONS FOR BROKERAGE LICENSES

MOTOR CARRIER OF PASSENGERS

No. MC 12827 (Sub-No. 1), filed September 3, 1963. Applicant: CALIFORNIA EDUCATIONAL TOURS, a corporation, 1521 West Highland Avenue, Redlands, Calif. Applicant's attorney: Donald Murchison, 211 South Beverly Drive, Beverly Hills, Calif. For a license (BMC 5) to engage in operations as a *broker* at Redlands, Calif., in arranging for transportation by motor vehicle, in interstate or foreign commerce of *passengers and their baggage*, in round-trip tours, beginning and ending at points in San Bernardino, Kern, Fresno, Contra Costa, San Mateo, Santa Clara, and San Diego Counties, Calif., and extending to points in the United States (except Alaska and Hawaii), including the Ports of Entry on the International Boundary lines between the United States and Canada and between the United States and Mexico.

HEARING: November 21, 1963, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Joint Board No. 75, or, if the Joint Board waives its right to participate, before Examiner F. Roy Linn.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN ELECTED

MOTOR CARRIERS OF PROPERTY

No. MC 29120 (Sub-No. 67), filed September 11, 1963. Applicant: WILSON STORAGE AND TRANSFER CO., a corporation, 1500 "I" Avenue, Post Office Box 756, Sioux Falls, S. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between Aberdeen, S. Dak. and Fargo, N. Dak.: from Aberdeen over U.S. Highway 281 to junction with Interstate Highway 94 at Jamestown, N. Dak., thence over Interstate Highway 94 to Fargo, and return over the same route, serving no intermediate or off-route points, as an alternate route for operating convenience only, in connection with applicant's regular-route operations.

No. MC 61505 (Sub-No. 25), filed September 15, 1963. Applicant: G. R. MYERS MOTOR TRANSPORTATION, INC., 3950 Eastern Road, Barberton,

Ohio. Applicant's attorney: Edwin C. Reminger, 905 The Leader Building, Cleveland 14, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wrought iron copper and brass pipe*, insulated or not insulated, jacketed, and the following *materials, parts and supplies*, when used or useful in the installation of steel boilers: *asphalt* (except in bulk, in tank vehicles), *caulking compounds*, *roofing paper* including *felt paper*, saturated or not saturated, *iron pipe fittings*, *sheets or wire iron*, *asbestos fibres and copper sheeting*, between Barberton, Ohio, on the one hand, and, on the other points in Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Maine, Michigan, Missouri, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia.

NOTE: Applicant states that no duplication of authority is sought and no change in existing authority is sought as to territory. The purpose of the instant application is to change the wording of the present commodity descriptions and to remove therefrom the word "metal" describing the jacket in MC 61505, 61505 Sub 22, and MC 61505 Sub 23. The effect will be to enable applicant to transport pipe regardless of the material composing the jacket. If, as, and when the authority herein sought is granted, applicant will surrender that portion of its present authority herein referred to.

No. MC 107403 (Sub-No. 498), filed September 16, 1963. Applicant: E. BROOKE MATLACK, INC., 33d and Arch Streets, Philadelphia 4, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Azelic acid*, dry, in bulk, from Cincinnati, Ohio, to Charleston, W. Va.

No. MC 119012 (Sub-No. 2), filed September 16, 1963. Applicant: RIVER TERMINALS TRANSPORT, INC., Box 445, Madison, Ind. Applicant's attorney: Robert W. Loser, 409 Chamber of Commerce Building, Indianapolis, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pig iron and ferro alloys*, in bulk, in dump trucks, or other similar type self-unloading equipment, from river terminals located at Madison and Aurora, Ind., to points in that part of Indiana on and south of U.S. Highway 30, that part of Ohio on and south of a line beginning at the Ohio-Indiana State line and extending along U.S. Highway 30 to junction U.S. Highway 30N, and thence along U.S. Highway 30N to junction U.S. Highway 23, and on and west of U.S. Highway 23 from junction U.S. Highways 30N and 23 to the Ohio-Kentucky State line, and that part of Kentucky on and north of a line beginning at the Ohio River, near Ashland, Ky. and extending along U.S. Highway 60 to junction U.S. Highway 62, near Versailles, Ky., and thence along U.S. Highway 62 to the Ohio River, at Paducah, Ky. **RESTRICTION:** The authority proposed herein will be limited to commodities having had prior movement by water carrier.

No. MC 119778 (Sub-No. 47), filed September 16, 1963. Applicant: REDWING CARRIERS, INC., Post Office Box 34,

Powderly Station, Birmingham, Ala. Applicant's attorney: James E. Wilson, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sulphuric acid*, in bulk, in tank vehicles, from Rome, Ga., to Birmingham, Ala.

NOTE: Common control may be involved.

No. MC 120289 (Sub-No. 1), filed May 28, 1963. Applicant: PERKINS TRANSPORT, INC., 926 West Locust Street, Belvidere, Ill. Applicant's attorney: Robert H. Levy, 105 West Adams Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General freight, household goods and merchandise* (except commodities of unusual value, Classes A and B explosives, commodities in bulk and commodities requiring special equipment), between Chicago, Ill., on the one hand, and, on the other, Belvidere, Freeport, and Rockford, Ill.

No. MC 124047 (Sub-No. 20), filed September 5, 1963. Applicant: SCHWERTMAN TRUCKING CO. OF OHIO, a corporation, 620 South 29 Street, Milwaukee 46, Wis. Applicant's attorney: James R. Ziperski (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Carbon dioxide, solid and liquid*, in shipper and carrier provided trailers, from the plant site of the Pure Carbonic Company at Lima, Ohio, to points in Pennsylvania.

NOTE: Common control may be involved. Applicant presently holds contract carrier authority in MC 111623 and subs thereto, and common carrier authority in MC 124047 and subs thereto. An application is pending before the Commission in MC 124047 (Sub-No. 8) to convert all permits to a common carrier certificate. Therefore, dual operations may be involved.

No. MC 125310 (Sub-No. 1) (AMENDMENT) filed July 5, 1963 published FEDERAL REGISTER issue of July 17, 1963, amended September 23, 1963, and republished, as amended, this issue. Applicant: FOSS LAUNCH & TUG CO., a corporation, 660 West Ewing, Seattle, Wash. Applicant's attorney: Alan F. Wohlsetter, 1 Farragut Square South, Washington 6, D.C. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *General commodities, including vehicles and petroleum products*, seasonal between May 1 and November 1 for the account of the Department of Defense and the United States Coast Guard, in connection with the Arctic Resupply of Dew Line and/or Mona Lisa sites in Alaska, to, from and between tidewater beach landing or dockside at Shemya, Tin City (Wales), Lisburne, Point Barrow, Barter Island, Newenham, Romanzof, Unalakleet, North East Cape, Liz A (Cape Beauford), Liz 2 (Point Lay), Liz B (Icy Bay), Liz 3 (Wainwright), Liz C (Pearl Bay), POW Main (Pt. Barrow), POW A (Simpson Lagoon), POW 1 (Lonely Lagoon), POW B (Kogru River), POW 2 (Oliktok Point), POW C (Point McIntyre), POW 3 (Bullen Point), POW D (Brownlow Point), Bar A (Demarca-

(tion Point), Saint Paul Island, Hoonah, Yakutat, Yakataga, Duncan Canal, Boswell Bay, Middleton Island, Cold Bay, Driftwood Bay, Nikolski, Cape Simson, Pitt Point, North River, Cape Sarichef, Port Moller, Port Heiden, Nome, Aniak, King Salmon, Metlakatla, McGrath, Kotzebue, Fire Island, Sitkinak, Scotch Cap, Dillingham, Platinum, St. George Island, Attu, Gamble, Savoonga, Port Clarence, St. Michael, Nash Harbor, Smuggler's Cove, Ocean Cape, and Point McKenzie.

NOTE: The purpose of this amendment is to include the United States Coast Guard and to eliminate the restriction to movement on government bills of lading.

No. MC 125381 (Sub-No. 2), filed September 16, 1963. Applicant: ARTHUR W. SALISBURY, doing business as WINONA DELIVERY AND TRANSFER CO., 404 West Fourth Street, Winona, Minn. Applicant's attorney: Robert G. Hull, 70 West Third Street, Winona, Minn. Authority sought to operate as a *contract carrier*, by motor vehicle, over regular routes, transporting: *Meat, meat products, and meat by-products*, between Winona, Minn., and Alma, Fountain City, Onalaska, and La Crosse, Wis., from Winona over Interstate Bridge to Wisconsin Highway 35, thence over Wisconsin Highway 35 to Alma, Fountain City, Onalaska, and La Crosse, and return over the same route, serving no intermediate points.

No. MC 125563, filed July 29, 1963. Applicant: DELBERT D. MOORE, Fairview, Mont. Applicant's attorney: John R. Davidson, Suite 200, American State Bank Building, Williston, N. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Buildings and other objects of a bulky nature defined as objects needing jacking, blocking and winching to be loaded and moved from one permanent location to another, and empty containers or other such incidental facilities* (not specified) used in transporting the described commodities, between points in North Dakota on and west of U.S. Highway 281 and points in Montana on and east of a line beginning at the Wyoming-Montana State line and extending along U.S. Highway 87 to Grassrange, Mont., and thence extending due north along an imaginary line to the United States-Canada International Boundary line.

No. MC 125680, filed September 15, 1963. Applicant: CHESTER L. BALES AND R. D. RYSER, a partnership, doing business as LAUREL TRUCKING COMPANY, Box 320, Route 6, London, Ky. Applicant's attorney: Ollie L. Merchant, Suite 202, 140 South Fifth Street, Louisville 2, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Flour*, from Louisville, Ky., to East Bernstadt, Ky., restricted to shipments having a prior movement by rail in interstate commerce.

MOTOR CARRIERS OF PASSENGERS

No. MC 72349 (Sub-No. 17), filed September 4, 1963. Applicant EASTERN MASSACHUSETTS STREET RAILWAY COMPANY, a corporation, 1442 Main

Street, Brockton, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, in the same vehicle, between Lawrence, Mass. and Salem, N.H.: from Lawrence over unnumbered highway (Essex Street) to Massachusetts Highway 28, thence over Massachusetts Highway 28 and unnumbered highways (Tremont Street, Hampshire Street and Centre Street) to Methuen, Mass., thence over unnumbered highway (Centre Street) to Massachusetts Highway 28, thence over Massachusetts Highway 28 and unnumbered highways (Oakland Avenue, Railroad Street, Pelham Street and Cross Street) to Massachusetts-New Hampshire State line to Salem, N.H., thence over unnumbered highways (Cross Street and Salem Street) to New Hampshire-Massachusetts State line at Methuen, Mass., thence over unnumbered highways (Salem Street, Hampshire Road, Pelham Street, Railroad Street, Oakland Avenue) to Massachusetts Highway 28, thence over Massachusetts Highway 28 and unnumbered highways (Annis Street and Center Street) to Lawrence, thence over unnumbered highways (Centre Street, Hampshire Street and Temont Street) to Massachusetts Highway 28, thence over Massachusetts Highway 28 and unnumbered highway (Essex Street) in either direction, serving all intermediate points.

NOTICE OF FILING OF PETITIONS

No. MC 118434 (PETITION TO MODIFY PERMIT), filed September 11, 1963. Petitioner: BALLENTINE PRODUCE, INC., Post Office Box 312, New Highway 64-71, Alma, Ark. Petitioner's attorney: Lester M. Bridgeman, 1030 Woodward Building, Washington 5, D.C. Petitioner is authorized in MC 118434 to operate as a *contract carrier*, by motor vehicle, transporting: (1) Canned goods and preserves, from Alma and Van Buren, Ark., to points in Alabama, California, Colorado, Florida, Georgia, Illinois, Iowa, Indiana, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, Ohio, Oklahoma, South Carolina, Tennessee, Texas, West Virginia, and Wisconsin, and (2) canned goods and supplies and materials used in the manufacture of canned goods and preserves, from San Jose and Thornton, Calif., Denver, Colo., Atlanta, Ga., Hoopston, Maywood, Belleville, Kansas and Peoria, Ill., Elgin, Iowa, New Orleans, La., Howell, Mich., St. Louis, Mo., Athens, Dallas, Fort Worth, Houston, Pasadena, Freeport, Mineola, Grand Saline, McAllen, and San Antonio, Tex., to Alma and Van Buren, Ark., restricted to a transportation service to be performed under a continuing contract, or contracts, with H.L.H. Products Company (a division of Hunt Oil Company), of Dallas, Tex. By the instant petition, petitioner requests the addition of Bryant Preserving Co., Inc., of Alma, Ark., as a shipper with which petitioner may enter into a continuing contract, or contracts, for performance of the transportation service now authorized by said permit. Any person or persons desiring to participate in this proceeding, may,

within 30 days from the date of this publication in the FEDERAL REGISTER, file an appropriate pleading.

APPLICATIONS FOR CERTIFICATES OR PERMITS WHICH ARE TO BE PROCESSED CONCURRENTLY WITH APPLICATIONS UNDER SECTION 5 GOVERNED BY SPECIAL RULE 1.240 TO THE EXTENT APPLICABLE

No. MC 63871 (Sub-No. 2), filed September 19, 1963. Applicant: ANDREWS & PIERCE, INC., 1431 Bedford Street, North Abington, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods, as defined by the Commission, livestock, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading), serving points in Nantucket County, Mass., as off-route points in connection with applicant's regular routes as described in MC 63871.

NOTE: This application is directly related to MC-F 8557, published in FEDERAL REGISTER issue of September 25, 1963.

No. MC 102597 (Sub-No. 12), filed August 23, 1963. Applicant: C. A. MUCK, doing business as MUCK TRANSFER, Hettinger, N. Dak. Applicant's attorney: Alan Foss, First National Bank Building, Fargo, N. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except petroleum products, in bulk, in tank vehicles), between points in Adams County, N. Dak., on the one hand, and, on the other, points in North Dakota.

NOTE: This application is directly related to MC-F-8562.

MOTOR CARRIERS OF PASSENGERS

No. MC 125221 (Sub-No. 2), filed September 23, 1963. Applicant: BI-STATE DEVELOPMENT AGENCY OF THE MISSOURI-ILLINOIS METROPOLITAN DISTRICT, 818 Olive Street, St. Louis 1, Mo. Applicant's attorney: Edward K. Wheeler, Southern Building, 15th and H Streets NW., Washington 5, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, in the same vehicle with passengers*. (A) Between points in St. Louis, St. Charles, and Jefferson Counties, Mo., and St. Louis, Mo., as follows: (1) from Fenton over Gravois Road to St. Louis; (2) from St. George over Reavis Road to Mackenzie Road, thence over Mackenzie Road to Gravois Road, thence over Gravois Road to St. Louis; (3) from Webster Groves over U.S. Highway 66 to Heege Road, thence over Heege Road to Gravois Road, thence over Gravois Road to St. Louis; (4) from Crestwood over U.S. Highway 66 to St. Louis; (5) from Webster Groves over city streets through Shrewsbury to St. Louis; (6) from Kirkwood over city streets through Glendale, Webster Groves and Maplewood to St. Louis; (7) from Maplewood over city streets through Richmond Heights to Clayton Road,

thence over Clayton Road to St. Louis; (8) from the Veterans Administration Hospital in St. Louis County over Koch Hospital Road to Robert Koch Road, thence over Robert Koch Road to Pottle Avenue, thence over Pottle Avenue to Telegraph Road, thence over Telegraph Road to Kingston Drive, thence over Kingston Drive to Broadway, thence over Broadway to St. Louis; (9) from junction Lindbergh and Union Roads in St. Louis County over Lindbergh Road to Lemay Ferry Road, thence over Lemay Ferry Road to Alabama Avenue, thence over Alabama Avenue to St. Louis; (10) from junction Bayless Road and Pardella Avenue in St. Louis County over Bayless Road to Morganford Road, thence over Morganford Road to St. Louis; (11) from junction Mackenzie and Gravois Roads in St. Louis County over Mackenzie Road to Weber Road, thence over Weber Road to Gravois Road, thence over Gravois Road to St. Louis; (12) from Kirkwood over city streets through Glendale, Webster Groves, Maplewood and Richmond Heights to St. Louis; (13) from Ladue over city streets through Brentwood and Richmond Heights to St. Louis; (14) from Brentwood over city streets through Richmond Heights to St. Louis;

(15) from Richmond Heights over Clayton Road to St. Louis; (16) from Clayton over city streets to St. Louis; (17) from Richmond Heights over city streets through Clayton and University City to St. Louis; (18) from Overland over Page Avenue to St. Louis; (19) from St. Ann over St. Charles Road to St. Louis; (20) from Maplewood over city streets through Richmond Heights, Clayton, University City and Wellston to St. Louis; (21) from St. Charles over St. Charles Road to St. Louis; (22) from St. Louis Municipal Airport over Natural Bridge Road to Kienlen Avenue, to Lotus Avenue, thence over Lotus Avenue to St. Louis; (23) from Berkeley over Middleway Avenue to Scudder Avenue, thence over Scudder Avenue to Carson Road, thence over Carson Road to Natural Bridge Road, thence over Natural Bridge Road to Kienlen Avenue, thence over Kienlen Avenue to Lotus Avenue, thence over Lotus Avenue to St. Louis; (24) from Ferguson over Florissant Road to Natural Bridge Road, thence over Natural Bridge Road to Lucas-Hunt Road, thence over Lucas-Hunt Road to St. Louis Avenue, thence over St. Louis Avenue to Kienlen Avenue, thence over Kienlen Avenue to Lotus Avenue, thence over Lotus Avenue to St. Louis; (25) from Ferguson over Florissant Road to Woodstock Avenue, thence over Woodstock Avenue to Bermuda Drive, thence over Bermuda Drive to Natural Bridge Road, thence over Natural Bridge Road to Lucas-Hunt Road, thence over Lucas-Hunt Road to St. Louis Avenue, thence over St. Louis Avenue to Kienlen Avenue, thence over Kienlen Avenue to Lotus Avenue, thence over Lotus Avenue to St. Louis; (26) from Jennings over Jennings Road to Natural Bridge Road, thence over Natural Bridge Road to St. Louis; (27) from Jennings over city streets to St. Louis; (28) from junction Lindbergh Road and Banshee Avenue in St. Louis County over Banshee Avenue to Brown Road, thence over Brown Road to Berke-

ley, thence over city streets through Berkeley, Ferguson and Dellwood to West Florissant Avenue, thence over West Florissant Avenue to St. Louis; (29) from Ferguson over city streets through Dellwood to Chambers Road, thence over Chambers Road to Halls Ferry Road, thence over Halls Ferry Road to St. Louis;

(30) from junction Old Halls Ferry Road and U.S. Highway 66 in St. Louis County over Old Halls Ferry Road to Redman Avenue, thence over Redman Avenue to Landseer Drive, thence over Landseer Drive to Dunn Road, thence over Dunn Road to Old Halls Ferry Road, thence over Old Halls Ferry Road to Vorhoff Drive, thence over Vorhoff Drive to Landseer Drive, thence over Landseer Drive to Linnell Drive, thence over Linnell Drive to Ainsworth Drive, thence over Ainsworth Drive to Vorhoff Drive, thence over Vorhoff Drive to Hudson Drive, thence over Hudson Drive to Monarch Drive, thence over Monarch Drive to Baroness Drive, thence over Baroness Drive to Lord Drive, thence over Lord Drive to Dutchess Drive, thence over Dutchess Drive to Monarch Drive, thence over Monarch Drive to Chambers Road, thence over Chambers Road to Halls Ferry Road, thence over Halls Ferry Road to St. Louis; (31) from Bellefontaine Neighbors over Bellefontaine Road to St. Louis; (32) from junction Larimore Road and U.S. Highway 66 in St. Louis County over Larimore Road to Trampe Road, thence over Trampe Road to Bellefontaine Road, thence over Bellefontaine Road to Spanish Pond Road, thence over Spanish Pond Road to Bellefontaine Road, thence over Bellefontaine Road to St. Louis; (33) from junction Chambers Road and Diamond Drive in St. Louis County over Chambers Road to North Gate Drive, thence over North Gate Drive to Cameron Road, thence over Cameron Road to Spring Garden Drive, thence over Spring Garden Drive to Dundee Circle, thence over Glen Garry Road to Ben Nevis Road, thence over Ben Nevis Road to Spring Garden Drive, thence over Spring Garden Drive to Shepley Drive, thence over Shepley Drive to Hobkirk Drive, thence over Hobkirk Drive to Diamond Drive, thence over Diamond Drive to Riverview, thence over city streets to St. Louis; (34) from St. Ann over St. Charles Road to Brown Road, thence over Brown Road to Mark Twain Expressway, thence over Mark Twain Expressway to St. Louis; (35) from Berkeley over Carson Road to Mark Twain Expressway, thence over Mark Twain Expressway to Bermuda Drive, thence over Bermuda Drive to Florissant Road, thence over Florissant Road to Natural Bridge Road, thence over Natural Bridge Road to Lucas-Hunt Road, thence over Lucas-Hunt Road to Lillian Avenue, thence over Lillian Avenue to Jennings Road, thence over Jennings Road to Mark Twain Expressway, thence over Mark Twain Expressway to St. Louis;

(36) from Berkeley over city streets through Ferguson to Bermuda Drive, thence over Bermuda Drive to Mark Twain Expressway, thence over Mark Twain Expressway to St. Louis; (37) from Ferguson over city streets through Dell-

wood to West Florissant Avenue, thence over West Florissant Avenue to Jennings Road, thence over Jennings Road to Mark Twain Expressway, thence over Mark Twain Expressway to St. Louis; (38) from Florissant over Florissant Road to Mark Twain Expressway, thence over Mark Twain Expressway to St. Louis; (39) from Florissant over Dunn Road to West Florissant Avenue, thence over West Florissant Avenue to Lucas-Hunt Road, thence over Lucas-Hunt Road to Mark Twain Expressway, thence over Mark Twain Expressway to St. Louis; (40) from Ellisville over Missouri Highway 100 to Kirkwood, thence over city streets through Kirkwood to Big Bend Road, thence over Big Bend Road to Maplewood, thence over city streets to St. Louis; (41) from Valley Park over Missouri Highway 141 to Big Bend Road, thence over Big Bend Road to Kirkwood, thence over city streets through Kirkwood to Manchester Road, thence over Manchester Road to the city limits of St. Louis; (42) from Clayton over city streets through Richmond Heights, Brentwood, Webster Groves, Shrewsbury and Maplewood to St. Louis; (43) from Hazelwood over Lindbergh Boulevard to Bridgeton Road, thence over Bridgeton Road to Natural Bridge Road, thence over Natural Bridge Road to Cypress Avenue, thence over Cypress Avenue to Mark Twain Expressway, thence over Mark Twain Expressway to South Service Road, thence over South Service Road to Natural Bridge Road, thence over Natural Bridge Road to Brown Road, thence over Brown Road to Midland Avenue, thence over Midland Avenue to Woodson Road, thence over Woodson Road to Brown Road, thence over Brown Road to Lackland Road, thence over Lackland Road to Gilrose Avenue, thence over Gilrose Avenue to Midland Avenue, thence over Midland Avenue to North and South Road, thence over North and South Road to Clayton, thence over city streets through Clayton, Richmond Heights, Brentwood and Maplewood to St. Louis; and return over the same routes, serving all intermediate points;

(B) Between Overland, Mo., and junction Delmar and Kingsland Avenues in University City, Mo., from Overland over city streets through Sycamore Hills, Charlack, Vinita Park, Hanley Hills, Vinita Terrace and University City to junction Delmar and Kingsland Avenues, and return over the same routes, serving all intermediate points; (C) between junction Olive Street Road and Timber Run Drive in St. Louis County, Mo., and junction Delmar and Kingsland Avenues in University City, Mo., from junction Olive Street Road and Timber Run Drive over Olive Street Road to University City, thence over city streets to junction Delmar and Kingsland Avenues, and return over the same routes, serving all intermediate points; (D) between junction Elmwood and Chicago Avenues in St. Louis County, Mo., and junction Delmar and Kingsland Avenues in University City, Mo., from junction Elmwood and Chicago Avenues over Elmwood Avenue to Page Avenue, thence over Page Avenue to Woodson Road, thence over Woodson Road to University City, thence

over city streets to junction Delmar and Kingsland Avenues, and return over the same route, serving all intermediate points; (E) between Alton, Ill., and St. Louis, Mo., (1) from Alton over city streets through East Alton, Wood River and Roxana, Ill., to Illinois Highway 111, thence over Illinois Highway 111 to junction U.S. Highways 40 and 66, thence over U.S. Highways 40 and 66 to East St. Louis, Ill., thence over city streets to St. Louis via a Mississippi River bridge; and (2) from Alton over U.S. Highway 67 (via the Clark Bridge) to St. Louis; and return over the same routes, serving all intermediate points; (F) between Mitchell, Ill., and St. Louis, Mo., from Mitchell over U.S. Highways By-Pass 40 and 66 to junction Illinois Highway 111, thence over Illinois Highway 111 to Pontoon Avenue, thence over Pontoon Avenue to Granite City, Ill. (also over Illinois Highway 3 to Granite City), thence over city streets to and through Madison, Venice and Brooklyn, Ill., to Alternate U.S. Highway 67, thence over Alternate U.S. Highway 67 to East St. Louis, Ill., thence over city streets to St. Louis via a Mississippi River bridge (also over city streets to and through Madison and Venice, Ill., to McKinley Bridge, thence over McKinley Bridge to St. Louis), and return over the same route, serving all intermediate points;

(G) between Edwardsville, Ill., and St. Louis, Mo., from Edwardsville over Illinois Highway 159 to Collinsville, thence over city streets to U.S. Highway 40, thence over U.S. 40 to East St. Louis, Ill., thence over city streets to St. Louis via a Mississippi River bridge, and return over the same route serving all intermediate points; (H) between Collinsville, Ill., and St. Louis, Mo., from Collinsville over Illinois Highway 157 to East St. Louis, thence over city streets to St. Louis via a Mississippi River bridge, and return over the same route, serving all intermediate points; (I) between Belleville, Ill., and St. Louis, Mo., from Belleville over Illinois Highway 15 to East St. Louis, Ill., thence over city streets to St. Louis via a Mississippi River bridge, and return over the same route, serving all intermediate points; (J) between Scott Air Force Base-Mascoutah, Ill., and St. Louis, Mo., from Mascoutah over Illinois Highway 15 to junction Illinois Highway 158, thence over Illinois Highway 158 to Scott Air Force Base, thence return over Illinois Highway 158 to junction Illinois Highway 161, thence over Illinois Highway 161 to Belleville, Ill., thence over city streets to Illinois Highway 15, thence over Illinois Highway 15 to East St. Louis, thence over city streets to St. Louis via a Mississippi River bridge, and return over the same route, serving all intermediate points; (K) between O'Fallon, Ill. (adjacent to Scott Air Force Base), and St. Louis, Mo., from O'Fallon over U.S. Highway 50 to junction Lincoln Trail, thence over Lincoln Trail to East St. Louis, thence over city streets to St. Louis via a Mississippi River bridge, and return over the same route, serving all intermediate points; (L) between Centerville, Ill., and St. Louis, Mo., from Centerville over city streets through Alorton, Ill., to East St. Louis (also over

Illinois Highway 157 to Cahokia, Ill., thence over city streets to Illinois Highway 3, thence over Illinois Highway 3 to East St. Louis), thence over city streets to St. Louis via a Mississippi River bridge, and return over the same route, serving all intermediate points; and (M) between East St. Louis, Ill., and St. Louis, Mo., from East St. Louis over Mississippi River bridges to St. Louis, and return over the same route, serving all intermediate points.

NOTE: Applicant requests concurrent handling with MC-F 8397, published in FEDERAL REGISTER issue of April 10, 1963.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carriers of property or passengers under sections 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto (49 CFR 1.240).

MOTOR CARRIERS OF PROPERTY

No. MC-F-8558. Authority sought for purchase by MOON FREIGHT LINES, INC., 120 West Grimes Lane, Bloomington, Ind., of the operating rights of ROBERT WILLIAM TOMLINSON and JAMES ROBERT TOMLINSON, doing business as R. W. TOMLINSON & SON, Sylacauga, Ala., and for acquisition by KENNETH BOWEN, also of Bloomington, Ind., of control of such rights through the purchase. Applicants' attorney: Ferdinand Born, 1019 Chamber of Commerce Building, Indianapolis 4, Ind. Operating rights sought to be transferred: *Cotton and cottonseed*, as a *common carrier* over irregular routes, from Lafayette, Ala., and points in Alabama within 15 miles of Lafayette, to Montgomery, Ala., and LaGrange and Columbus, Ga., *fertilizer*, from Montgomery, Ala., and LaGrange and Columbus, Ga., to Roanoke and Lafayette, Ala., *livestock*, from Lafayette, Ala., and points in Alabama, within 15 miles of Lafayette, to points in Georgia, *coal*, from points in Alabama to Lafayette, Ala., *feed*, from Montgomery and Opelika, Ala., to Lafayette, Ala., *farm machinery*, from points in Alabama to Lafayette, Ala., and points in Alabama within 25 miles of Lafayette, *household goods as defined in Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 487, between Lafayette, Ala., on the one hand, and, on the other, points in Georgia, *marble*, from Gantt's Quarry, Ala., and points within three miles thereof, to points in Georgia, Florida, North Carolina, South Carolina, Tennessee, Mississippi, Louisiana, and Arkansas, *marble*, rough, finished, and semifinished, from Gantt's Quarry, Ala., to all points in Texas, Oklahoma, Kansas, Missouri, Iowa, and Michigan. Vendee is authorized to operate as a *common carrier* in Indiana, Missouri, Illinois, Ohio, Michigan, Kentucky, Delaware, Iowa, Kansas, Maryland, New Jersey, New York, Pennsylvania, Tennessee, Virginia, West Virginia, Wisconsin, Massachusetts, Rhode Island, Connecticut, North Carolina, South Carolina, Georgia,

Florida, Oklahoma, Alabama, Mississippi, Arkansas, Louisiana, Nebraska, North Dakota, South Dakota, Minnesota, Texas, Vermont, and the District of Columbia. Application has been filed for temporary authority under section 210a(b).

No. MC-F-8559. Authority sought for control by GEORGE SMITH, JR., INC., Cortez, Colo., of C. B. JOHNSON, INC., Post Office Drawer S, Cortez, Colo., through purchase of 50 percent of the capital common stock. Applicant's attorney: George E. Dilts, 200 West Main Street, Cortez, Colo. Operating rights sought to be controlled: *Lead and zinc ore and lead and zinc ore concentrates*, as a *common carrier* over irregular routes, from Rico, Colo., to Gallup, N. Mex. RESTRICTION: The authority granted herein is restricted to shipments having an immediately subsequent movement by rail. GEORGE SMITH, JR., INC., is authorized to operate as a *common carrier* in Utah, New Mexico and Colorado. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8560. Authority sought for purchase by BOWMAN TRANSPORTATION, INC., 1010 Stroud Avenue, East Gadsden, Ala., of the operating rights of JOHNSON BROS. TRUCKING CO., 700 Division Street, Elizabeth, N.J., and for acquisition by RALPH M. BOWMAN, also of East Gadsden, Ala., of control of such rights through the purchase. Applicants' attorneys: H. Charles Ephraim, 1001 15th Street NW, Washington 5, D.C., and George A. Olsen, 69 Tonnele Avenue, Jersey City 6, N.J. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier* over irregular routes, between points in Connecticut, New Jersey, and New York within 35 miles of Columbus Circle, New York, N.Y. Vendee is authorized to operate as a *common carrier* in Alabama, Florida, North Carolina, Mississippi, Arkansas, Tennessee, South Carolina, Virginia, Maryland, Georgia, Kentucky, Louisiana, Delaware, and West Virginia. Application has been filed for temporary authority under section 210a(b).

No. MC-F-8562. Authority sought for purchase by C. A. MUCK, doing business as MUCK TRANSFER, Hettinger, N. Dak., of the operating rights and certain property of JULIUS GOPLIN, doing business as GOPLIN TRUCKING SERVICE, Hettinger, N. Dak. Applicant's attorney: Alan Foss, 502 First National Bank Building, Fargo, N. Dak. Operating rights sought to be transferred: Under the "grandfather" provisions of section 206(a)(7) of the Act, pursuant to BOR-99, in No. MC-107038 (Sub-2), covering the transportation of *general commodities*, except petroleum products, in bulk, in tank vehicles, as a *common carrier* over irregular routes, between points in Adams County, North Dakota, on the one hand, and, on the other, points in North Dakota. Vendee is authorized to operate as a *common carrier* in North Dakota and South Dakota. Application has been filed for temporary authority under section 210a(b).

NOTE: No. MC-102597 Sub-12 is a matter directly related.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 63-10421; Filed, Oct. 1, 1963;
8:46 a.m.]

[Notice 565]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

SEPTEMBER 27, 1963.

The following publications are governed by the Interstate Commerce Commission's general rules of practice including special rules (49 CFR 1.241) governing notice of filing of applications by motor carriers of property or passengers or brokers under sections 206, 209, and 211 of the Interstate Commerce Act and certain other proceedings with respect thereto.

All hearings and prehearing conferences will be called at 9:30 a.m., U.S. standard time (or 9:30 a.m., local daylight saving time, if that time is observed), unless otherwise specified.

APPLICATIONS ASSIGNED FOR ORAL HEARING OR PRE-HEARING CONFERENCE

MOTOR CARRIERS OF PROPERTY

The applications immediately following are assigned for hearing at the time and place designated in the notice of filing as here published in each proceeding. All of the proceedings are subject to the special rules of procedure for hearing outlined below:

SPECIAL RULES OF PROCEDURE FOR HEARING

(1) All of the testimony to be adduced by applicant's company witnesses shall be in the form of written statements which shall be submitted at the hearing at the time and place indicated.

(2) All of the written statements by applicant's company witnesses shall be offered in evidence at the hearing in the same manner as any other type of evidence. The witnesses submitting the written statements shall be made available at the hearing for cross-examination, if such becomes necessary.

(3) The written statements by applicant's company witnesses, if received in evidence, will be accepted as exhibits. To the extent the written statements refer to attached documents such as copies of operating authority, etc., they should be referred to in written statement as numbered appendices thereto.

(4) The admissibility of the evidence contained in the written statements and the appendices thereto, will be at the time of offer, subject to the same rules as if the evidence were produced in the usual manner.

(5) Supplemental testimony by a witness to correct errors or to supply inadvertent omissions in his written statement is permissible.

No. MC 10761 (Sub-No. 142), filed June 28, 1963. Applicant: TRANS-AMERICAN FREIGHT LINES, INC., 1700 North Waterman Avenue, Detroit 9, Mich. Applicant's attorney: Howell

Ellis, Suite 616-618 Fidelity Building, 111 Monument Circle, Indianapolis 4, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site of Armour and Company at or near Sterling (Whiteside County), Ill., to points in Michigan, Indiana, Ohio, New York, Pennsylvania, Maryland, New Jersey, Connecticut, Rhode Island, Massachusetts, Delaware, and the District of Columbia, and *refused and rejected shipments*, on return.

NOTE: Applicant states the proposed operation will be restricted against tacking at origin and restriction against the transportation of commodities in bulk in tank vehicles.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 25798 (Sub-No. 100), filed August 21, 1963. Applicant: CLAY HYDER TRUCKING LINES, INC., 301 Highway North, Dade City, Fla. Applicant's attorney: Daniel B. Johnson, Suite 1250 Federal Bar Building, 1815 H Street NW., Washington 6, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products and articles distributed by meat packinghouses*, from Sterling, Ill., to all points in Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, Virginia, and Tennessee.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 26739 (Sub-No. 35), filed June 27, 1963. Applicant: CROUCH BROS., INC., Transport Building, St. Joseph, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site of Armour and Company, located at or near Sterling, Ill., to points in Iowa, Kansas, Nebraska, and Missouri, and *rejected and returned shipments*, on return. RESTRICTION: Applicant states that the proposed authority will be limited to shipments originating at the plant site of Armour and Company and further restricted against tacking at origin. The proposed authority is also restricted against commodities in bulk in tank vehicles.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 29566 (Sub-No. 77), filed July 1, 1963. Applicant: SOUTHWEST FREIGHT LINES, INC., 1400 Kansas Avenue, Kansas City 5, Kans. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in

Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk in tank vehicles), from the plant site of Armour and Company located at or near Sterling, Ill., to points in Arkansas, Iowa, Kansas, Missouri, Nebraska, and Oklahoma, and *rejected shipments thereof*, on return.

NOTE: Applicant states proposed authority would be restricted against tacking at origin.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 30844 (Sub-No. 115), filed June 26, 1963. Applicant: KROBLIN REFRIGERATED XPRESS, INC., Post Office Box 218, Sumner, Iowa. Applicant's attorney: Truman A. Stockton, Jr., The 1650 Grant Street Building, Denver 3, Colo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by packinghouses*, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site of Armour and Company located at or near Sterling, Ill., to points in Michigan, Ohio, Pennsylvania, New York, Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New Jersey, Delaware, Maryland, and the District of Columbia.

NOTE: Applicant states proposed operation will be restricted to (1) shipments originating at the plant site of Armour and Co., (2) against tacking at origin, and (3) against commodities in bulk in tank vehicles.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 41404 (Sub-No. 38), filed June 26, 1963. Applicant: ARGOCOLLIER TRUCK LINES CORPORATION, Post Office Box 151, Fulton Highway, Martin, Tenn. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products and meat byproducts, and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk in tank vehicles), from the plant site of Armour & Company at or near Sterling, Ill., to points in Alabama, Georgia, Kentucky, Louisiana, Mississippi, and Tennessee. RESTRICTION: The proposed operations will be limited to shipments originating at the plant site of Armour & Company and will be further restricted against tacking at origin.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 46737 (Sub-No. 41), filed June 27, 1963. Applicant: GEO. F. ALGER COMPANY, a corporation, 3050 Lonyo Road, Detroit, Mich. Applicant's attorney: Robert A. Sullivan, 1800 Buhl Building, Detroit 26, Mich. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Salt*, in bulk between points in Michigan, limited to the trans-

portation of salt that has had a prior movement by rail and/or water.

HEARING: November 21, 1963, at the Federal Building, Lansing, Mich., before Joint Board No. 76, or, if the Joint Board waives its right to participate, before Examiner William J. O'Brien, Jr.

No. MC 58152 (Sub-No. 10), filed June 27, 1963. Applicant: OGDEN & MOFFETT COMPANY, a corporation, 3565 24th Street, Port Huron, Mich. Applicant's attorney: Robert A. Sullivan, 1800 Buhl Building, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salt*, in bulk, between points in Michigan.

NOTE: Applicant states proposed operation is to be limited to the transportation of salt that has had a prior movement by rail and/or water.

HEARING: November 21, 1963, at the Federal Building, Lansing, Mich. before Joint Board No. 76, or, if the Joint Board waives its right to participate, before Examiner William J. O'Brien, Jr.

No. MC 61401 (Sub-No. 6), filed July 1, 1963. Applicant: MARX TRUCK LINE, INC., Third and Plymouth Streets, Sioux City, Iowa. Applicant's attorney: Wallace W. Huff, 314 Security Building, Sioux City 1, Iowa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site of Armour and Company at or near Sterling, Ill., to points in Iowa and Nebraska, and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, on return. Restrictions: The proposed operations are to be restricted against commodities in bulk in tank vehicles and against tacking at point of origin.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Joint Board No. 136, or, if the Joint Board waives its right to participate before Examiner Gordon M. Callow.

No. MC 75185 (Sub-No. 240), filed July 29, 1963. Applicant: SERVICE TRUCKING CO., INC., Post Office Box 276, Federalsburg, Md. Applicant's attorney: Francis W. McInerney, 1000 16th Street NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, from the site of the plant of Armour & Co., located at or near Sterling, Ill., to points in New York, New Jersey, Pennsylvania, Delaware, Virginia, and Maryland.

NOTE: Applicant states the proposed service will be restricted to the transportation of shipments originating at the Armour plant site and against the transportation of commodities in bulk.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Illinois, before Examiner Gordon M. Callow.

No. MC 82492 (Sub-No. 15), filed July 1, 1963. Applicant: MICHIGAN & NE-

BRASKA TRANSIT CO., INC., 900 Monroe Avenue NW., Grand Rapids 2, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site of Armour & Company located at or near Sterling, Ill., to points in Indiana, Michigan and Ohio. **RESTRICTION:** Authority sought is limited to shipments originating at the plant site of Armour and Company, against tacking at origin and against commodities in bulk in tank vehicles.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 84511 (Sub-No. 14), filed August 5, 1963. Applicant: COMMERCIAL FREIGHT LINES, INC., 1700 West Ninth Street, Kansas City, Mo. Applicant's attorney: Charles W. Singer, 33 North La Salle Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site of Armour & Company at or near Sterling, Ill., to points in Iowa, Missouri and Kansas.

NOTE: Applicant states the authority requested above is restricted (a) to shipments originating at the plant site of Armour & Company and (b) against commodities in bulk, in tank vehicles.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 85934 (Sub-No. 28), filed June 28, 1963. Applicant: MICHIGAN TRANSPORTATION COMPANY, a corporation, 3601 Wyoming Avenue, Dearborn, Mich. Applicant's attorney: Robert A. Sullivan, 1800 Buhl Building, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salt*, in bulk, between points in Michigan, limited to the transportation of salt that has had a prior movement by rail and/or water.

NOTE: Common control may be involved.

HEARING: November 21, 1963, at the Federal Building, Lansing, Mich., before Joint Board No. 76, or, if the Joint Board waives its right to participate, before Examiner William J. O'Brien, Jr.

No. MC 93393 (Sub-No. 4), filed July 8, 1963. Applicant: EDWIN H. NELSON AND ALFRED S. NELSON, a partnership, doing business as NIGHTWAY TRANSPORTATION CO., 4106 South Emerald Avenue, Chicago, Ill. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses* (other than commodities in bulk, in tank vehi-

cles), as described in sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the site of the plant of Armour and Company at or near Sterling, Ill., to points in Indiana.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Joint Board No. 21, or, if the Joint Board waives its right to participate before Examiner Gordon M. Callow.

No. MC 94265 (Sub-No. 118), filed June 27, 1963. Applicant: BONNEY MOTOR EXPRESS, INC., Post Office Box 12388, Thomas Corner Station, Norfolk, Va. Applicant's attorney: Harry C. Ames, Jr., Transportation Building, Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, from the plant site of Armour and Company located at or near Sterling (Whiteside County), Ill., to points in Delaware, Maryland, New Jersey, New York, Virginia, West Virginia, Pennsylvania, North Carolina, and the District of Columbia.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 95540 (Sub-No. 537), filed June 26, 1963. Applicant: WATKINS MOTOR LINES, INC., Albany Highway, Thomasville, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, and 766, from the plant site of Armour and Company located at or near Sterling, Ill., to points in Alabama, Georgia, North Carolina, South Carolina, Florida, Louisiana, Virginia, and Mississippi.

NOTE: Applicant states the proposed service is limited to shipments originating at the plant site of Armour and Company, and further restricted against tacking at origin, and against commodities in bulk and in tank vehicles.

NOTE: Common control may be involved.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 105813 (Sub-No. 100), filed July 22, 1963. Applicant: BELFORD TRUCKING CO., INC., 1299 Northwest 23d Street, Miami 42, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except in bulk in tank vehicles), from the plant site of Armour and Company located at or near Sterling, Ill., to points in Florida, Alabama, Georgia, Mississippi, North Carolina, and South Carolina.

NOTE: Common control may be involved.

HEARING: November 18, 1963, at Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 106603 (Sub-No. 68), filed June 28, 1963. Applicant: DIRECT TRANSIT LINES, INC., 200 Colrain Street SW., Grand Rapids, Mich. Applicant's attorney: Robert A. Sullivan, 1800 Buhl Building, Detroit 26, Mich. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Salt*, in bulk, between points in Michigan, limited to the transportation of salt that has had a prior movement by rail and/or water.

HEARING: November 21, 1963, at the Federal Building, Lansing, Mich. before Joint Board No. 76, or, if the Joint Board waives its right to participate, before Examiner William J. O'Brien, Jr.

No. MC 107107 (Sub-No. 274), filed June 26, 1963. Applicant: ALTERMAN TRANSPORT LINES, INC., Post Office Box 65, Allapattah Station, Miami 42, Fla. Applicant's attorney: Donald L. Stern, 924 City National Bank Building, Omaha 2, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates* 61 M.C.C. 209 and 766, from the plant site of Armour and Company, located at or near Sterling, Ill., to points in Florida, Georgia, Alabama, Mississippi, North Carolina, South Carolina, and Tennessee. **RESTRICTION:** Applicant states that the authority sought will be limited to shipments originating at the plant site of Armour and Company and further restricted against tacking at origin.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 107515 (Sub-No. 447), filed June 28, 1963. Applicant: REFRIGERATED TRANSPORT CO., INC., 290 University Avenue SE., Atlanta 10, Ga. Applicant's attorney: Paul M. Daniell, 214 Grant Building, Atlanta 3, Ga. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site of Armour and Company, located at or near Sterling, Ill., to points in Alabama, Georgia, Mississippi, Tennessee, Louisiana, North Carolina, South Carolina, and Florida. **RESTRICTION:** Applicant states that the proposed authority will be restricted against commodities in bulk, in tank vehicles. Also, the proposed authority will be restricted against tacking and interlining at origin.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 110193 (Sub-No. 52), filed July 14, 1963. Applicant: SAFEWAY TRUCK LINES, INC., 4625 West 55th Street, Chicago 32, Ill. Authority sought to operate as a common carrier, by motor

vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, and 766 (restricted against commodities in bulk, in tank vehicles), from the plant site of Armour and Company located at or near Sterling, Ill., to points in Connecticut, Delaware, Indiana, Maryland, Massachusetts, Maine, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, New Hampshire, Vermont, and the District of Columbia.

NOTE: Applicant states the proposed service will be restricted to shipments originating at the plant site of Armour and Company, and further restricted against tacking at origin.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 111812 (Sub-No. 209), filed June 26, 1963. Applicant: MIDWEST COAST TRANSPORT, INC., Post Office Box 747, Wilson Terminal Building, Sioux Falls, S. Dak. Applicant's representative: Donald L. Stern, 924 City National Bank Building, Omaha 2, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses* as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, and 766 from the plant site of Armour and Company located at or near Sterling, Ill., to points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, Delaware, New Jersey, New York, Pennsylvania, Maryland, Michigan, Ohio, Virginia, West Virginia, and the District of Columbia.

NOTE: Applicant states the proposed service will be restricted to (1) traffic originating at the plant of Armour and Company, (2) against the joinder or "tacking" of such authority at origin with other authority for the purpose of performing through service, and (3) against the transportation of such commodities in bulk, in tank vehicles. Common control may be involved.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 113267 (Sub-No. 103), filed July 2, 1963. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. Applicant's representative: Frederick H. Figge, 410 O'Farrell Street, Collinsville, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I, M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles), from the plant site of Armour & Co., at or near Sterling, Ill., to points in Alabama, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia. **RESTRICTION:** The proposed operations are to be restricted to the transportation of shipments originating at

the plant site of Armour & Co., at or near Sterling, Ill., and are further restricted against tacking at origin.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 113362 (Sub-No. 25), filed July 3, 1963. Applicant: ELLSWORTH FREIGHT LINES, INC., 220 East Broadway, Eagle Grove, Iowa. Applicant's attorney: Donald L. Stern, 924 City National Bank Building, Omaha 2, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk in tank vehicles), from the plant site of Armour and Company located at or near Sterling, Ill., to points in Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, Maryland, Delaware, West Virginia, and the District of Columbia.

NOTE: Applicant states proposed authority is to be limited to shipments originating at the said plant site and restricted against tacking with carrier's other authority at said origin.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 113651 (Sub-No. 58), filed July 21, 1963. Applicant: INDIANA REFRIGERATOR LINES, INC., 2404 North Broadway, Muncie, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meatpacking houses*, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, and 766, from the plant site of Armour and Company, located at or near Sterling, Ill., to points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Maryland, Delaware, District of Columbia, Ohio, Indiana, Virginia, and West Virginia.

NOTE: Applicant states the proposed service will be restricted to (1) traffic originating at the plant site of Armour & Co., (2) against the joinder or tacking of such authority at origin with other authority for the purpose of performing through service, and (3) against the transportation of such commodities in bulk, in tank vehicles.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 113843 (Sub-No. 71), filed June 28, 1963. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston 10, Mass. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles), from the plant

site of Armour and Company located at or near Sterling, Ill., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and the District of Columbia. **RESTRICTION:** Authority sought is limited to shipments originating at the plant site of Armour and Company and further restricted against tacking at origin.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 114457 (Sub-No. 9), filed July 19, 1963. Applicant: DART TRANSIT COMPANY, a corporation, 780 North Prior Avenue, St. Paul, Minn. Applicant's attorney: James C. Hardman, 33 North La Salle Street, Suite 3600, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site of Armour & Company at or near Sterling, Ill., to points in Wisconsin, Minnesota, North Dakota, South Dakota, Iowa, Tennessee, and the Upper Peninsula of Michigan. **RESTRICTIONS:** The authority requested above is restricted (a) to shipments originating at the plant site of Armour & Company at or near Sterling, and (b) against commodities in bulk, in tank vehicles.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 115180 (Sub-No. 5), filed July 13, 1963. Applicant: ONLEY REFRIGERATED TRANSPORTATION, INC., 408 West 14th Street, New York 14, N.Y. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City 6, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except liquid commodities in bulk, in tank vehicles) from the plant site of Armour and Company located at or near Sterling, Ill., to points in Pennsylvania, restricted against tacking at Sterling, Ill.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 115915 (Sub-No. 18), filed July 1, 1963. Applicant: FRED E. HAGEN, doing business as HAGEN TRUCK LINES, 4120 Floyd Street, Sioux City, Iowa. Applicant's attorney: J. Max Harding, 14th and J Streets, Post Office Box 2028, Lincoln, Nebr. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk in tank vehicles), from

the plant site of Armour and Company at or near Sterling, Ill., to points in Iowa, Minnesota, Nebraska, North Dakota, South Dakota, and Wyoming.

NOTE: Applicant states all service is to be limited to a transportation service to be performed under continuing contract with Armour & Co., on traffic originating at the plant site of Armour and Company and restricted against tacking at origin.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 117165 (Sub-No. 14), filed June 28, 1963. Applicant: C. J. DAVIS, doing business as ST. LOUIS FREIGHT LINES, 1000 Michigan Avenue, St. Louis, Mich. Applicant's attorney: Robert A. Sullivan, 1800 Buhl Building, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salt*, in bulk, between points in Michigan, limited to the transportation of salt that has had a prior movement by rail and/or water.

HEARING: November 21, 1963, at the Federal Building, Lansing, Mich., before Joint Board No. 76, or, if the Joint Board waives its right to participate, before Examiner William J. O'Brien, Jr.

No. MC 117686 (Sub-No. 31), filed July 1, 1963. Applicant: RAYMOND C. HIRSCHBACH, doing business as HIRSCHBACH MOTOR LINES, 3324 U.S. Highway 75 North, Sioux City, Iowa. Applicant's attorney: J. Max Harding, Post Office Box 2028, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses* as described in Sections A and C, Appendix I in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, and 766 (except commodities in bulk, in tank vehicles), from the plant site of Armour and Company located at or near Sterling, Ill., to points in Arkansas, Louisiana, Mississippi, and Tennessee.

NOTE: Applicant states the authority sought is limited to shipments originating at the plant site of Armour and Company and further restricted against tacking at origin.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 117815 (Sub-No. 12), filed July 29, 1963. Applicant: PULLEY FREIGHT LINES, INC., 2341 Easton Boulevard, Des Moines 17, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut, Des Moines 16, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, packinghouse products, and commodities used by packinghouses*, as described in Lists A, B, C and D of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except liquid commodities in bulk, in tank vehicles), from the plant site of Armour & Co., located at Sterling, Ill., to points in that part of Iowa on and east of U.S. Highway 69.

NOTE: Applicant states the authority sought herein would be restricted against tacking and interlining at Sterling, Ill.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Joint Board No. 54, or, if the Joint Board waives its right to participate before Examiner Gordon M. Callow.

No. MC 117883 (Sub-No. 21), filed July 3, 1963. Applicant: **SUBLER TRANSFER, INC.**, East Main Street, Versailles, Ohio. Applicant's attorney: Taylor C. Burneson, 3430 LeVeque-Lincoln Tower, Columbus 13, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described by the Commission in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site of Armour and Company located at or near Sterling, Ill., to points in Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia.

NOTE: Applicant states (1) that above is to be restricted to the transportation of shipments originating at the aforesaid plant-site, (2) against the transportation of commodities in bulk in tank vehicles, and (3) against tacking at the aforesaid plant-site of the applied-for authority with any other authority which applicant may possess.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 118272 (Sub-No. 10), filed July 25, 1963. Applicant: ZUZICH TRUCK LINE, INC., 120 Kansas Avenue, Kansas City, Kans. Applicant's attorney: Charles W. Singer, 33 North La Salle Street, Suite 3600, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 709 and 766, from the plant site of Armour and Company located at or near Sterling, Ill., to points in Iowa, Missouri, Kansas, and Oklahoma. **RESTRICTIONS:** The authority requested above will be restricted to (a) shipments originating at the plant site of Armour and Company and (b) against commodities in bulk in tank vehicles.

NOTE: Applicant states that in Docket No. MC 69752 (Sub-16) its operations were found to be those of a common carrier and it was authorized to receive a certificate in lieu of its present permits. That proceeding has not yet become final, and hence dual operations may be involved.

HEARING: November 18, 1963, at Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 119697 (Sub-No. 5), filed July 8, 1963. Applicant: CHRISPENS TRUCK LINES, INC., 348 West 42d Place, Chicago, Ill. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses* (other than com-

modities in bulk), in tank vehicles, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site of Armour & Company located at or near Sterling, Ill., to points in Indiana, and Ohio.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Joint Board No. 48, or, if the Joint Board waives its right to participate before Examiner Gordon M. Callow.

No. MC 119741 (Sub-No. 5), filed July 3, 1963. Applicant: KIM FREIGHT LINES, INC., 4234 South Emerald Avenue, Chicago 9, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, between the plant site of Armour & Co. at or near Sterling, Ill., on the one hand, and, on the other, points in Iowa, Nebraska, Kansas, and Missouri.

NOTE: Applicant states the proposed operation will be restricted (1) against tacking at origin with other authority held by applicant and (2) against commodities in bulk in tank vehicles.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 119792 (Sub-No. 7), filed July 11, 1963. Applicant: CHICAGO SOUTHERN TRANSPORTATION COMPANY, a corporation, 4000 Packers Avenue, Chicago, Ill. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, other than commodities in bulk, in tank vehicles, as described in Sections A and C, Appendix I in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site of Armour and Company located at or near Sterling, Ill., to points in Arkansas, Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 119810 (Sub-No. 7), filed August 25, 1963. Applicant: NEBRASKA-EASTERN EXPRESS, INC., Livestock Exchange Building, Omaha, Nebr. Applicant's attorney: Joseph H. Blackshear, Gainesville, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site of Armour & Company located at or near Sterling, Ill., to points in Pennsylvania, New York, New Jersey, Virginia, Maryland, Delaware, the District of Columbia, Connecticut, Rhode Island, and Massachusetts. **RESTRICTION:** Authority sought will be limited to shipments

originating at the plant site of Armour and Company and further restricted against tacking at origin and against commodities in bulk in tank vehicles.

NOTE: Common control may be involved.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 119928 (Sub-No. 4), filed August 1, 1963. Applicant: C & E TRUCKING CORPORATION, 1311 South Olive Street, South Bend 19, Ind. Applicant's attorney: Eugene L. Cohn, One North La Salle Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts and articles distributed by meat packinghouses* as described in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, 766 and *materials, supplies and equipment* used in the conduct of such business (except commodities in bulk, in tank vehicles), between the plant site of Armour and Company at or near Sterling, Ill., on the one hand, and, on the other, points in Indiana and Michigan.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Joint Board No. 73, or, if the Joint Board waives its right to participate before Examiner Gordon M. Callow.

No. MC 123436 (Sub-No. 1), filed August 25, 1963. Applicant: ROSS TRUCK LINE, INC., 1901 South Illinois Street, Belleville, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles), from the plant site of Armour and Company at or near Sterling, Ill., to points in Indiana. **RESTRICTION:** Authority sought is limited to shipments originating at the plant site of Armour and Company and further restricted against tacking at origin.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Joint Board No. 21, or, if the Joint Board waives its right to participate before Examiner Gordon M. Callow.

No. MC 123639 (Sub-No. 11), filed September 8, 1963. Applicant: J. B. MONTGOMERY, INC., 5150 Brighton Boulevard, Denver 16, Colo. Applicant's attorney: Charles W. Singer, 33 North La Salle Street, Suite 3600, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as defined by the Interstate Commerce Commission, between Sterling, Ill., on the one hand, and, on the other, Detroit, Mich., and points in Iowa, Kansas, Nebraska, and Colorado.

NOTE: The proposed service is restricted to (a) shipments originating at the plant site of Armour & Company, located at or

near Sterling, Ill., and (b) against commodities in bulk, in tank vehicles.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

No. MC 125492, filed June 28, 1963. Applicant: TRI-COUNTY ENTERPRISES, INC., 21262 Telegraph Road, Detroit, Mich. Applicant's attorney: Robert A. Sullivan, 1800 Buhl Building, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salt*, in bulk, between points in Michigan, limited to the transportation of salt that has had a prior movement by rail and/or water.

HEARING: November 21, 1963, at the Federal Building, Lansing, Mich., before Joint Board No. 76, or, if the Joint Board waives its right to participate, before Examiner J. O'Brien, Jr.

No. MC 125493, filed June 28, 1963. Applicant: KLEMMER TRUCKING CO., INC., 12731 Farmington Road, Livonia, Mich. Applicant's attorney: Robert A. Sullivan, 1800 Buhl Building, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salt*, in bulk, between points in Michigan, limited to the transportation of salt that has had a prior movement by rail and/or water.

HEARING: November 21, 1963, at the Federal Building, Lansing, Mich., before Joint Board No. 76, or, if the Joint Board waives its right to participate, before Examiner William J. O'Brien, Jr.

No. MC 125500, filed July 5, 1963. Applicant: REFRIGERATED TRANSPORT CO., INC., OF FLORIDA, 135 Wall Street, Orlando, Fla. Applicant's attorney: Paul M. Daniell, Suite 214-217 Grant Building, Atlanta 3, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site of Armour and Company at or near Sterling, Ill., to points in Connecticut, Massachusetts, Rhode Island, Pennsylvania, New Jersey, and New York. **RESTRICTION:** The proposed operations are restricted against commodities in bulk, in tank vehicles, and against tacking and interlining at origin.

NOTE: Common control may be involved.

HEARING: November 18, 1963, at the Midland Hotel, Chicago, Ill., before Examiner Gordon M. Callow.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 63-10422; Filed, Oct. 1, 1963; 8:47 a.m.]

[Notice 873]

MOTOR CARRIER TRANSFER PROCEEDINGS

SEPTEMBER 27, 1963.

Synopses of orders entered pursuant to section 212(b) of the Interstate Com-

merce Act and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC 65965. By order of September 24, 1963, the Transfer Board, on reconsideration approved the transfer to James Fleming, Inc., Suffield, Conn., of Permit in No. MC 48956, issued October 11, 1949, to Cronin Bros., Inc., Boston, Mass., authorizing the transportation of: Such Merchandise as is dealt in by grocery and food houses, and equipment, materials, and supplies used in connection therewith, between specified points in Massachusetts, New Hampshire, Rhode Island, Connecticut, and Maine. Thomas W. Murrett, 410 Asylum Street, Hartford, Conn., attorney for applicants.

No. MC-FC 66134. By order of September 25, 1963, the Transfer Board approved the transfer to Jackie Dautel, doing business as Dautel Truck Line, Abilene, Kans., of certificate in No. MC 757, issued August 30, 1957, to Jackie E. Dautel and Delmer L. Deutel, a partnership, doing business as Dautel Brothers, Abilene, Kans., authorizing the transportation of: livestock, feed, farm machinery and parts, agricultural implements and parts, building materials, fencing materials, paint, roofing materials, and sewer pipe, from, to, or between specified points in Kansas and Missouri. John E. Jandera, 641 Harrison, Topeka, Kans., attorney for applicants.

No. MC-FC 66266. By order of September 25, 1963, the Transfer Board approved the transfer to Bernard and Mildred D. Perham, a partnership, doing business as Duffy & Perham Bus Lines, Malone, N.Y., of certificates in Nos. MC 116851 and MC 116851 (Sub-No. 1), issued June 3, 1958, and April 18, 1963, respectively, to Bernard F. Duffy and Avery O. Perham, a partnership, doing business as Duffy & Perham Bus Lines, authorizing the transportation, over ir-

regular routes, of passengers and their baggage, in the same vehicle with passengers, in round-trip charter operations, beginning and ending at Massena and Brasher Falls, N.Y., and extending to the port of entry on the United States-Canada Boundary line at Roosevelttown, N.Y.; beginning and ending at points in Franklin County, N.Y., and extending to the port of entry on the United States-Canada Boundary line at Fort Covington, N.Y., and beginning and ending at points in Franklin County, N.Y., and extending to ports of entry on the United States-Canada Boundary line at or near Roosevelttown and Chateaugay, N.Y. (insofar as operations in the United States are concerned). John J. Brady, Jr., 75 State Street, Albany 7, N.Y.

No. MC-FC 66267. By order of September 25, 1963, the Transfer Board approved the transfer to Fullerton Freight Lines, Inc., Fullerton, Nebr., of Certificate No. MC 24188, issued October 13, 1954, to E. D. Nickel, doing business as Fullerton Freight Line, Fullerton, Nebr., authorizing the transportation of general commodities, excluding commodities in bulk but including household goods, over regular routes, between Fullerton, Nebr., and Council Bluffs, Iowa, serving the intermediate points of Monroe, Columbus, Fremont, Omaha, and Central City, Nebr.; and between Fullerton, Nebr., and Grand Island, Nebr., serving no intermediate points. Donald E. Leonard, 605 South 14th Street, Box 2028, Lincoln, Nebr., attorney for applicants.

No. MC-FC 66272. By order of September 25, 1963, the Transfer Board approved the transfer to Leonard Trucking Corp., a corporation, Jersey City, N.J., of Permit in No. MC 117434, issued August 12, 1959 to Leonard Truck Renting Corp., Brooklyn, N.Y., authorizing the transportation over irregular routes of corrugated boxes, corrugated sheets, corrugated pads, corrugated display stands, corrugated partitions, corrugated die cut pads, and corrugated shipping cases, from Jersey City, N.J., to points in Westchester, Ulster, Rockland, Putnam, Sullivan, Dutchess, Nassau, Suffolk, Orange, Greene, Columbia, and Richmond Counties, N.Y., to New York, N.Y., points in Hartford, New Haven, Litchfield, Fairfield, and Middlesex Counties, Conn., and Montgomery, Northampton, Delaware, Berks, Carbon, Lehigh, Wayne, Pike,

Chester, Bucks, Schuylkill, Monroe, and Philadelphia Counties, Pa., and empty containers or other articles used in transporting the above-specified commodities, on return. George A. Olsen, 69 Tonnele Avenue, Jersey City 6, N.J., representative for applicants.

[SEAL]

HAROLD D. McCoy,
Secretary.

[F.R. Doc. 63-10423; Filed, Oct. 1, 1963; 8:47 a.m.]

[No. 34254]

NEW YORK CENTRAL RAILROAD CO.

Application of Section 4 Requirements to Joint Motor-Rail Rates Established Under Section 216(c)

SEPTEMBER 16, 1963.

Notice is hereby given that the New York Central Railroad Company by its attorney, John A. Daily, 466 Lexington Avenue, New York 17, N.Y. has filed a petition with the Interstate Commerce Commission for a declaratory order under section 5(d) of the Administrative Procedure Act, 5 U.S.C. 1004(d), to determine whether certain Plan II and Plan V trailer-on-flatcar rates presently maintained by said railroad contravene the long-and-short haul provisions of section 4(1) of the Interstate Commerce Act. Copies of the petition may be obtained from said attorney.

The issues presented in said petition are (1) whether motor-rail or motor-rail-motor rates are subject to the provisions of section 4 of the Interstate Commerce Act, and (2) whether the services performed in connection with Plan II and Plan V trailer-on-flatcar rates differ to such an extent that no violation of the fourth section results.

This petition is to be set down for hearing at a time and place to be hereinafter fixed. The purpose of this proceeding is for the Commission to determine whether it will issue either an interpretative rule or a declaratory order. Any person desiring to intervene herein should file a petition to intervene within 30 days of the publication of this notice in the FEDERAL REGISTER.

[SEAL]

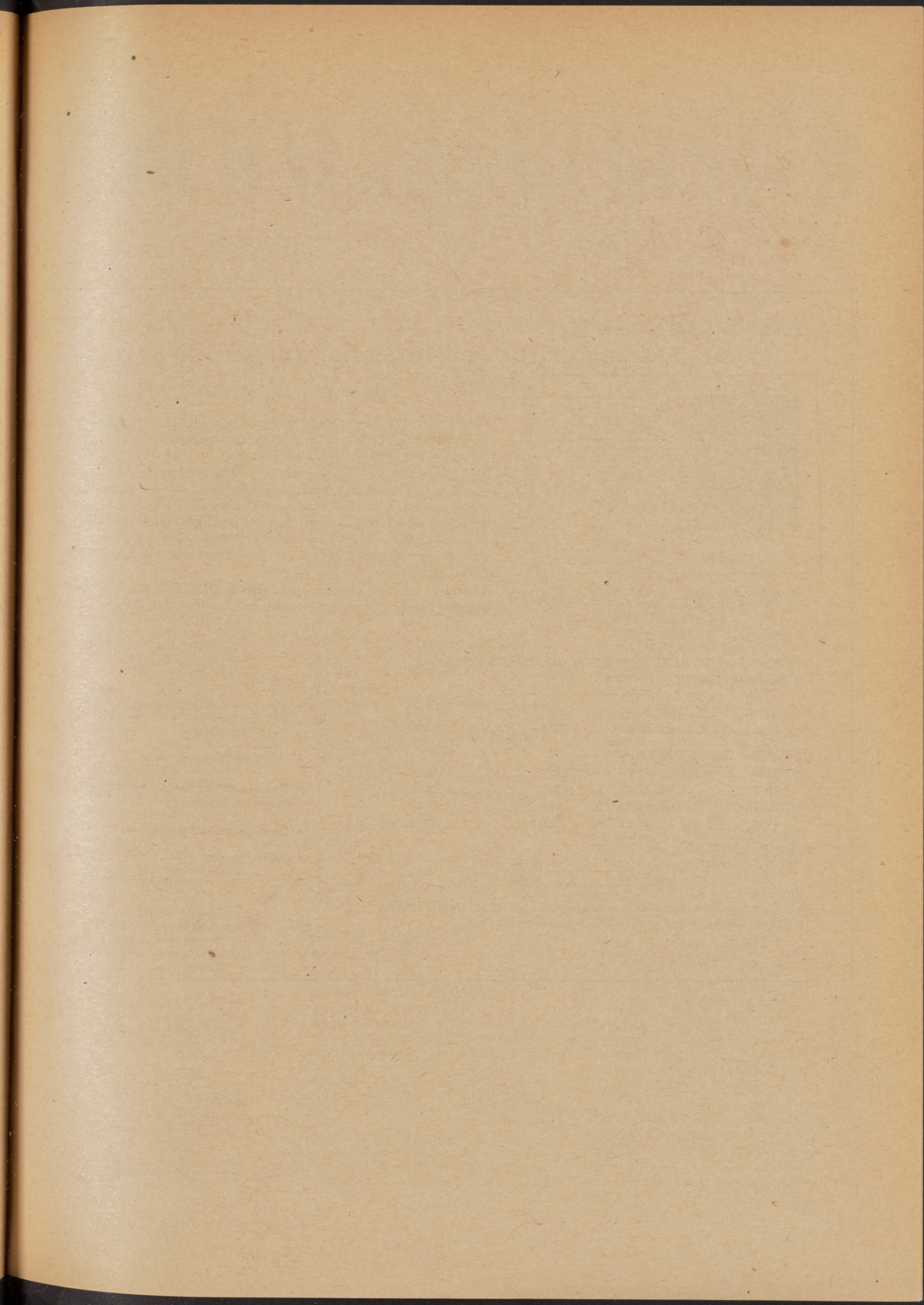
HAROLD D. McCoy,
Secretary.

[F.R. Doc. 63-10424; Filed, Oct. 1, 1963; 8:47 a.m.]

CUMULATIVE CODIFICATION GUIDE—OCTOBER

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