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THE PRESIDENT

EXECUTIVE AGENCIES

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Codification Guide

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published in today's issue. A cumulative list of parts affected, covering the current month to date, appears at the end of each issue beginning with the second issue of the month.

A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1964, and specifies how they are affected.

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Presidential Documents

Title 3—THE PRESIDENT

Executive Order 11148

DESIGNATING THE SECRETARY OF THE INTERIOR AS A MEMBER OF THE INTERAGENCY COMMITTEE ON EXPORT EXPANSION

By virtue of the authority vested in me as President of the United States, Section 1(a) of Executive Order No. 11132 of December 12, 1963, is hereby amended by inserting "the Secretary of the Interior;" immediately after "the Secretary of Defense;".

LYNDON B. JOHNSON

THE WHITE HOUSE,
March 23, 1964.

[F.R. Doc. 64-2970; Filed, Mar. 24, 1964; 11:52 a.m.]

Rules and Regulations

Title 7—AGRICULTURE

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

SUBCHAPTER B—FARM MARKETING QUOTAS AND ACREAGE ALLOTMENTS

PART 724—BURLEY, FLUE-CURED, FIRE-CURED, DARK AIR-CURED, VIRGINIA SUN-CURED, CIGAR-BINDER (TYPES 51 AND 52), CIGAR-FILLER AND BINDER (TYPES 42, 43, 44, 53, 54 AND 55), AND MARYLAND TOBACCO

Subpart—Proclamation of the Results of Marketing Quota Referenda for (1) Fire-Cured Tobacco and (2) Dark Air-Cured Tobacco

Basis and purpose. The purpose of this proclamation is to add §§ 724.32 and 724.33 to announce the results of the fire-cured tobacco and dark air-cured tobacco marketing quota referenda for the three marketing years beginning October 1, 1964. Under the provisions of the Agricultural Adjustment Act of 1938, as amended, the Secretary proclaimed national marketing quotas for fire-cured (type 21) tobacco, fire-cured (types 22, 23 and 24) tobacco, and dark air-cured (types 35 and 36) tobacco for the 1964–65, 1965–66 and 1966–67 marketing years, and announced the amounts of the national marketing quotas for such kinds of tobacco for the 1964–65 marketing year (29 F.R. 1639). The Secretary announced (29 F.R. 1664) that referenda would be held on February 28, 1964, to determine whether fire-cured tobacco and dark air-cured tobacco producers were in favor of or opposed to marketing quotas for the three marketing years beginning October 1, 1964. Since the only purpose of this proclamation is to announce the results of the referenda, it is hereby found and determined that with respect to this proclamation, application of the notice and procedure provisions of the Administrative Procedure Act (5 U.S.C. 1003) is unnecessary.

§ 724.32 Proclamation of the results of the fire-cured tobacco marketing quota referendum for the three-year period beginning October 1, 1964.

In a referendum of farmers engaged in the production of the 1963 crop of fire-cured tobacco held on February 28, 1964, 11,978 farmers voted. Of those voting, 11,349 or 94.7 percent, favored quotas for a period of three years beginning October 1, 1964; 629 or 5.3 percent were opposed to quotas. Therefore, the national marketing quota of 11,168,000 pounds for fire-cured (type 21) tobacco, and the national marketing quota of 45,800,000 pounds for fire-cured (types 22, 23 and 24) tobacco, proclaimed January 30, 1964 (29 F.R. 1639) for the 1964–65 marketing year will be in effect for such year, and marketing quotas on such kinds of tobacco will be in effect for the three marketing years beginning October 1, 1964.

§ 724.33 Proclamation of the results of the dark air-cured tobacco marketing quota referendum for the three-year period beginning October 1, 1964.

In a referendum of farmers engaged in the production of the 1963 crop of dark air-cured tobacco held on February 28, 1964, 9,113 farmers voted. Of those voting, 8,916 or 97.8 percent, favored quotas for a period of three years beginning October 1, 1964; 197 or 2.2 percent were opposed to quotas. Therefore, the national marketing quota of 21,800,000 pounds proclaimed January 30, 1964 (29 F.R. 1639) for dark air-cured (types 35 and 36) tobacco for the 1964–65 marketing year will be in effect for such year, and marketing quotas on such kind of tobacco will be in effect for the three marketing years beginning October 1, 1964.

(Secs. 312, 375; 52 Stat. 46, as amended, 66, as amended; 7 U.S.C. 1312, 1375.)

Done at Washington, D.C., this 19th day of March, 1964.

H. D. GODFREY,
Administrator, Agricultural Stabilization and Conservation Service, Department of Agriculture.

[F.R. Doc. 64-2844; Filed, Mar. 24, 1964; 8:49 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES [NEW]

[Reg. Docket No. 4022; Amdt. 365]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES [NEW]

Miscellaneous Amendments

Correction

In F.R. Doc. 64-1950, appearing at page 3525 of the issue for Thursday, March 19, 1964, the following correction is made in the amendment of § 97.11(b), in the first entry for National Airport, Washington, D.C.: The paragraph headed "Caution:" should begin with the words "442' monument 1.7 miles * * *" instead of the words "442' monument 117 miles * * *".

Chapter III—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT REGULATIONS

[Reg. Docket No. 4067; Amdt. 709]

PART 507—AIRWORTHINESS DIRECTIVES

Douglas Models A-26B and A-26C Series Aircraft

There have been several instances of failure of the wing structure in the area of the left rear and front upper and lower wing spar caps at the inboard flap hinge points on Douglas Models A-26B and A-26C Series aircraft. To correct this unsafe condition, an airworthiness directive is being issued to require inspection and repair of the inboard flap hinge point bolt holes and the front and rear upper and lower spar cap of both wings.

As a situation exists which demands immediate action in the interest of safety, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than 30 days after the date of publication in the FEDERAL REGISTER.

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:

DOUGLAS. Applies to all Models A-26B and A-26C Series aircraft.

Compliance required as indicated.

As a result of failure of the wing structure in the area of the left rear upper and lower wing spar cap at the inboard flap hinge points, and in the area of the lower left front spar cap at the nacelle attach fitting at Station 140, accomplish the following:

(a) Within 15 hours' time in service after the effective date of this AD, unless already accomplished within the last 110 hours' time in service, inspect the areas described in (a)(1) and (a)(2) for cracks by means of visual and dye penetrant methods. Reinspect at periods not to exceed 125 hours' time in service from the last inspection.

(1) Inspect for cracks in the inboard flap hinge point bolt holes, the 1¾ diameter spotfaces, and the area surrounding these holes. These holes are located on the rear upper and lower spar caps, left and right wings, 8¾ inches outboard of the wing-to-fuselage attach points. Pay particular attention to the bolt holes and edges of the holes.

(2) Inspect the front lower spar cap at Station 140.00 of both wings for cracks in the three ½-inch bolt holes used for attaching the nacelle attach fitting to spar cap. Pay particular attention to the bolt holes and edge of holes.

(b) If cracks are found, rework in accordance with a method approved by the Chief, Engineering and Manufacturing Branch, FAA Western Region, before further flight.

This amendment shall become effective March 31, 1964.

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

Issued in Washington, D.C., on March 18, 1964.

EDWARD C. HODSON,
Acting Director,
Flight Standards Service.

[F.R. Doc. 64-2808; Filed, Mar. 24, 1964; 8:45 a.m.]

Title 18—CONSERVATION OF POWER AND WATER RESOURCES

Chapter I—Federal Power Commission

[Order No. 277; Docket No. R-258]

PART 1—RULES OF PRACTICE AND PROCEDURE

Exceptions to Intermediate Decisions, Briefs, Oral Argument

MARCH 18, 1964.

The Commission has concluded that it is desirable to reduce the paper work relating to appeals from examiners' decisions and to facilitate the improvement of the briefs which bring the issues to the Commission.

Accordingly, we are revising § 1.31 of the rules of practice and procedure. In the future, a party objecting to all or parts of an examiner's decision shall in 30 days after service of the decision file his objections in a single document entitled "Brief on Exceptions," comprising the grounds of objection to a decision stated in a reasoned and documented written argument or brief. The style of organization of the brief is prescribed along lines familiar to the bar in appellate briefs. In generally similar style, any party disagreeing with the briefs on exceptions may answer them and support the disputed decision or the challenged parts in a "Brief Opposing Exceptions" filed within 20 days after the time limited for service of briefs on exceptions.

By this revision we are eliminating the present system of separate filing of exceptions and briefs supporting exceptions, the simultaneous filing of exceptions and statements in support of the decision, and the filing of reply briefs.

Under the revised rule, each brief will be limited in length to 50 pages and each must be self contained, i.e., the brief must contain within itself the argument that the party filing desires the Commission to consider, without incorporating by reference earlier briefs or arguments. The 50-page limitation may be altered or waived for each class of brief for good cause on timely application to the Chief Examiner of the Commission.

The revised rule also covers oral argument before the Commission on matters raised by the briefs, and the subject of briefs and oral argument to the Commission in any case where the intermediate decision of the examiner is waived.

The amendment will be effective May 1, 1964, but to avoid confusion as to whether the revised rule or its predecessor applies to examiners' decisions rendered immediately prior to that date, we are providing that the revised rule shall not apply to the intermediate decisions of examiners issued prior to May 1, 1964.

The Commission has been greatly assisted in the revision of the rule by the suggestions of the Committee on Rules of Practice and Procedure of the Federal Power Bar Association.

The Commission finds:

(1) Since the amendments adopted herein involve matters of Commission practice and procedure the notice, hearing and effective date requirements of section 4 of the Administrative Procedure Act are not applicable.

(2) The adoption of these amendments are necessary and appropriate to the administration of both the Federal Power Act and the Natural Gas Act.

The Commission, acting pursuant to the authority granted by the Federal Power Act, as amended, particularly sections 308 and 309 thereof (49 Stat. 858; 16 U.S.C. 825g, 825h), and the Natural Gas Act, as amended, particularly sections 15 and 16 thereof (52 Stat. 829, 830; 15 U.S.C. 717n, 717o) orders:

(A) Delete § 1.31 of Part 1, Rules of Practice and Procedure, Subchapter A, Chapter I of Title 18 of the Code of Federal Regulations, and insert in lieu thereof the following:

§ 1.31 Exceptions to intermediate decisions, briefs; briefs and oral arguments before the Commission.

(a) *Briefs on exceptions, briefs opposing exceptions, filing of.* Any party or staff counsel desiring to appeal to the Commission shall, within 30 days after the service of a copy of an intermediate decision (initial or recommended by subordinates, or tentative by Commission), or such other time as may be fixed by the Secretary, file exceptions to the decision or part thereof in a brief (designated "Brief on Exceptions"). "Briefs Opposing Exceptions" may be filed in response to briefs on exceptions within 20 days after the time limited for the filing of briefs on exceptions or such other time as may be fixed by the Secretary. No further response will be entertained unless the Commission, upon motion or its own initiative, so orders.

(b) *Nature and service of briefs on exceptions and of briefs opposing exceptions.* (1) Briefs on exceptions shall contain (i) a short statement of the case, (ii) a summary of the basic position of the party filing, (iii) the grounds upon which the exceptions rest and (iv) the argument in support with appropriate references to the record and legal authorities. There may also be included specific findings and conclusions proposed in lieu of those to which exception is taken and any proposed additional findings and conclusions. Exceptions to the form of order or rule shall specify the portions thereof to which exception is taken, and may set forth a form of order or rule suggested in lieu of that served. Briefs opposing exceptions shall generally follow the same style prescribed for briefs on exceptions, but may omit a statement of the case if it was correctly stated in a brief on exceptions.

(2) Briefs on exceptions and briefs opposing exceptions shall be self contained and limited to fifty pages in length, provided that for good cause the limitation on length may be altered or waived for either class of briefs upon application to and order of the Chief Examiner of the Commission, or an examiner acting in his absence, within the time limited for filing of the respective briefs.

(3) Subject to the foregoing requirements, briefs shall conform to the applicable provisions of §§ 1.15, 1.16, and 1.17, as to copies, form, and service, but need not be verified under oath. Fifteen copies of each such document shall be filed with the Commission in addition to the copies served on the parties to the proceedings.

(c) *Failure to except or to object to rulings on evidence results in waiver.* Failure to file a brief on exceptions within the time allowed under this section shall constitute a waiver of all objections to the intermediate decisions served. Objections to any part of an intermediate decision which is not the subject of exceptions may not thereafter be raised before the Commission in oral argument, or in an application for Commission rehearing, and shall be deemed to have been waived. The Commission may refuse to consider exceptions to a ruling admitting or excluding evidence unless there was an objection at the time the ruling was made or within any deferred time provided by the presiding officer.

(d) *Oral argument on exceptions.* Any party or staff counsel filing a brief on exceptions or brief opposing exceptions may by motion request an opportunity to present oral argument to the Commission on the intermediate decision. Such motion must be filed within the time limited for the filing of briefs opposing exceptions. If oral argument is ordered, it shall be limited, unless otherwise specified, to matters properly raised by the briefs.

(e) *Briefs and oral argument on waiver of intermediate decision.* Parties requesting a decision by the Commission without an intermediate decision in a proceeding in which the Commission has not presided at the reception of the evidence shall include their requests for opportunity to file briefs or to make oral argument in the motion for waiver of the intermediate decision, as provided in § 1.30(c). Such briefs and argument as may be ordered shall conform to the requirements of § 1.29 insofar as applicable.

(Secs. 308, 309, 49 Stat. 858, 16 U.S.C. 825g, 825h; secs. 15, 16, 52 Stat. 829, 830, 15 U.S.C. 717n, 717o)

(B) This amendment shall be effective May 1, 1964, except that it shall not apply to intermediate decisions issued before May 1, 1964.

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

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-2815; Filed, Mar. 24, 1964; 8:46 a.m.]

[Order No. 278; Docket Nos. R-241, R-244]

PART 154—RATE SCHEDULES AND TARIFFS

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

PART 250—FORMS

Miscellaneous Amendments

MARCH 18, 1964.

Applications by independent producers pursuant to section 7 of the Natural Gas Act—miscellaneous amendments; Docket No. R-241.

Rate filings and certificate applications by independent producers—miscellaneous amendments; Docket No. R-244.

Though initiated separately, these two proceedings[1] are concerned with closely related proposals to amend the Commission's regulations under the Natural Gas Act with respect to the requirements to be followed by independent producers of natural gas in filing rate schedules and applying for certificates of public convenience and necessity or for authority to abandon service. Accordingly, we are considering the proposals simultaneously and, to avoid any possible confusion, will dispose of all the amendments proposed in the two dockets as hereinafter ordered.

The amendments are designed to simplify the filing requirements and expedite Commission action on applications and rate filings through the use of forms by which summaries of contract provisions and other information normally supplied in the body of an application would be made conveniently available on the first page of the filings.

In response to the invitation in the two notices, comments were received from six producing companies, one pipeline company, two distributing companies and two State commissions.

All respondents favored the proposals in Docket No. R-241 and some recommended that various items be added to the form (§ 250.5) to emphasize gas quality, and delivery conditions under the contract, percentum of ownership of coowners, names of signatory sellers, dates of fixed escalations and resulting prices, take-or-pay clauses, depths of producing horizons and description of any options granted in the contracts. We do not believe that the possible value of such information is sufficient to justify the added burden which would be imposed upon the producer-applicants.

Of the four producer companies commenting on the proposals in R-244, two were opposed. Others indicated objection to certain portions of the amendments but we are of the opinion that they are not of sufficient merit to overbalance the public interest which would be served by our adoption of the proposed amendments substantially as proposed.

One point requires clarification. The amendments proposed in R-244 are not intended to secure information with respect to the assignment of non-productive acreage. It is clear, however, that the assignee of any such acreage which is dedicated under the assignor's sales contracts, while not required to secure approval of the assignment, is now required, and will continue to be required under the amendments herein adopted, to obtain certificate authorization to sell gas from such acreage. Such assignees (farmouts) will be required to indicate that the sale for which a certificate is applied results from a farmout agreement and to complete the applicable portions of Part II of the contract summary. See § 157.24(a) and the note and item (5) in § 250.5.

Question was raised as to what may appear to be an unnecessary duplication of filings where a partial assignment of interests is involved. See § 154.92(d)(2) which requires the assignee to file copies of the assignor's contract and the instrument of assignment. We have found, however, that this minor degree of duplication is justified and that filed rate schedules of both the assignor and the assignee must be complete in themselves if the Commission staff in its administration of the Act and outside parties referring to these schedules are to be able to proceed with accuracy and dispatch. The assignor's rate schedule, following a partial assignment, must include both his basic contract and the instrument of assignment to show its current status. By the same token, the assignee's rate schedule must contain the same documents. Thus, the rights and obligations of each with respect to the assignor's basic contract, a portion of which was assigned, will be apparent from an examination of the filed schedule of each.

We have concluded, therefore, to adopt the amendments substantially as they were proposed in the two notices. However, one change in form, but not in substance, is being made. In Docket No. R-244, a new form, "Summary to be filed by assignee as a successor in interest" (§ 250.9) was proposed in the notice. But since all applicants are also required to file the form of "Contract summary" specified in § 250.5, we have revised the latter to include the information contained in § 250.9, as noticed. The amendment to § 157.24(a) which, as proposed, required the use of two forms if the applicant is a successor in interest, has been changed to require only the one form, Part I of which is to be completed by all applicants. Applicants who are successors in interest will, in addition, complete Part II to the extent applicable.

One amendment made herein was not proposed in either of the notices. It amends § 154.102(a) to provide that three copies shall be filed of a motion to make a suspended rate schedule effective at the end of the period of suspension. The lack of such a provision seems to have caused some confusion as to how many copies should be filed.

Upon consideration of the entire record in this proceeding which includes the notices of proposed rulemaking and all the comments, views and data filed in response thereto, the Commission further finds:

(1) Adoption of these amendments to the regulations under the Natural Gas Act are necessary and appropriate to the administration of the Natural Gas Act.

(2) For the reasons heretofore expressed, good cause exists for the adoption herein of the amendment to § 154.102 (a) without giving the prior notice required by section 4 of the Administrative Procedure Act.

The Commission, acting pursuant to the authority granted by the Natural Gas Act, as amended, particularly sections 4, 7 and 16 thereof (52 Stat. 822, 824, 825, 830; 56 Stat. 83, 84, 76 Stat. 72; 15 U.S.C. 717c, 717f, 717o), orders:

(A) Parts 154, 157 and 250 of the Commission's regulations and forms under the Natural Gas Act, Chapter I of Title 18 of the Code of Federal Regulations, are amended in the following respects:

1. Amend § 154.92 by adding a new paragraph (d) to read as follows:

§ 154.92 Filing of rate schedules by independent producer.

* * * * *

(d)(1) Every independent producer seeking authority to render natural gas service previously authorized by the Commission, as successor in interest in all the properties or other rights covered by a particular rate schedule, shall file three copies of the instrument of assignment whereby the assignee acquired the properties (or rights therein) involved, along with a request that the assignor's rate schedule be redesignated as the rate schedule of the assignee. He shall also file three copies of an informational summary, in the form prescribed in § 250.8 of this chapter, for each contract of sale or transportation of gas involved in the assignment.

(2) Where the authority being sought under subparagraph (1) of this paragraph relates only to an assigned portion of the rights covered by the rate schedule of the assignor, the assignee shall file, as his rate schedule, three copies of the assignor's basic contract of sale, as amended, and of the instrument of assignment together with the informational summary required by subparagraph (1) of this paragraph.

(3) If the rate schedule of the assignor relating to the rights assigned is in effect subject to refund or if the sale is being made by the assignor under temporary authorization subject to a rate refund condition, authority to render service will be granted to the assignee only upon condition that he file assurance by way of bond or undertaking that he will refund, at such times and in such amounts to such persons as the Commission may find to be entitled thereto any portion of the rate which had been permitted to become effective pursuant to § 154.102 or the rate condition in the assignor's temporary authorization, as may be found by the Commission not to be justified. Assignee's obligation to refund, in the absence of his voluntary assumption of some greater proportion

[1] In Docket No. R-241, the notice of proposed rulemaking, issued May 14, 1963, was published in the FEDERAL REGISTER May 23, 1963 (28 F.R. 5161). The notice in R-244, issued July 15, 1963, was published July 20, 1963 (28 F.R. 7433).

of assignor's liability, shall attach as of the effective date of the Commission's order granting the assignee a certificate or temporary certificate as the case may be unless otherwise ordered or provided.

2. Amend § 154.97 by amending the headnote, amending and redesignating the present text as paragraph (a), and adding a new paragraph (b). As thus amended the section will read as follows:

§ 154.97 Cancellation or termination—assignment of interest.

(a) When a rate schedule or part thereof 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, the independent producer shall notify the Commission of the proposed cancellation or termination at least 30 days prior to the proposed effective date of such cancellation or termination. Such notice shall be in the form prescribed in § 250.9 of this chapter and shall contain a statement showing the reasons for the cancellation or termination and a certification that such notice of cancellation or termination has been served on the affected party or parties, together with names of parties to whom the notice has been mailed.

(b) When part of the acreage or other interest of an independent producer is proposed to be assigned to a successor who intends to render service from the same acreage as the assignor pursuant to the terms of the assignor's effective rate schedule, the assignor shall file with the Commission three copies of the instrument whereby the assignment is effected.

3. Amend § 154.102(a) to specify the number of copies to be filed. As so amended the paragraph will read as follows:

§ 154.102 Suspended changes in rate schedules; motions to make effective at end of period of suspension; procedure.

(a) If a rate suspension proceeding initiated under section 4(e) of the Natural Gas Act has not been concluded and an order made at the expiration of the suspension period, the proposed change of rate, charge, classification, or service shall go into effect upon motion of the independent producer proposing the change as the legally effective rate and shall be charged, effective as of a date not earlier than the date of receipt of such motion by the Commission or the expiration of the suspension period, whichever is later. Three copies of the motion and any accompanying papers shall be filed. The Secretary, upon receipt of such a motion, shall, if the motion is legally adequate for the purpose, notify the movant that the proposed change shall be effective as provided in this section: *Provided*, That the Secretary shall refer to the Commission any motion requesting that a change in rate, charge, classification, or service be made effective, if in his judgment the motion should receive the specific attention of the Commission;

* * * * *

(Secs. 4, 16, 52 Stat. 822, 830; 76 Stat. 73; 15 U.S.C. 717c, 717o)

4. Amend § 157.24(a) by amending the text preceding subparagraph (1) to read as follows:

§ 157.24 Contents of application.

(a) Every application for a certificate of public convenience and necessity required under § 157.23 shall be filed with the Commission and shall contain, in the form specified in § 250.5, a summary of each contract for the sale or transportation of natural gas for which a certificate is requested. All applicants shall complete Part I of the form. If the application is filed by an assignee seeking authority, as successor in interest, only to render service previously authorized by the Commission or to initiate service resulting from a farmout agreement, he shall complete Part II–A and, if applicable, Part II–B of the form. In addition the application shall set forth in the order indicated the following:

* * * * *

5. Subparagraph (5) of § 157.24(a) is revoked.

6. Designate the text of § 157.30 as paragraph (a) and add a new paragraph (b) to read as follows:

§ 157.30 Abandonment of service.

(a) * * *

(b) Every application for abandonment of service under this section shall contain, on the first page of such application, a summary, in the form specified in § 250.7, of each contract for sale or transportation of gas for which abandonment authorization is requested."

(Secs. 7, 16, 52 Stat. 824, 825, 830; 56 Stat. 83, 84; 15 U.S.C. 717f, 717o)

7. Revise § 250.5 to read as follows:

§ 250.5 Form of contract summary to be filed by all applicants for certificates of public convenience and necessity, including successors in interest.

(See § 157.24(a) of this chapter.)

NOTE: All applicants shall complete Part I. An applicant who is an assignee (including farmout) filing as a successor shall complete, also, Part II–A, and Part II–B if the related rate schedule is under suspension, or the rate is in effect subject to refund, or if the sale is being made by the assignor under temporary certificate with a rate refund condition.

Date ____________________

PART I

(1) Name of applicant ____________________
(2) Person responsible for application:
  (a) Name and title ____________________
  (b) Mailing address ____________________
(3) Name of purchaser ____________________
(4) Are applicant and purchaser affiliated: No __; Yes __.
(5) Location of sale ____________________
  (Field, county, state)
(6) Type of application [1] ____________________
(7) Date of contract ____________________
(8) Total price per Mcf (including all adjustments and tax reimbursement) ____________________
(9) Measurement pressure base (psia) _____
(10) Types of escalation provisions ________
(11) BTU price adjustment if any Up ______ Down ______ Estimated adjustment ______ (cents/Mcf).
(12) Other price adjustments: ____________________
  (Specify as to type (gathering, dehydration, compression, liquefiable hydrocarbons, etc.) and per Mcf added or deducted)
(13) Estimated sales volumes (Mcf per month) ____________________
(14) Delivery pressure (psig) ____________
(15) Delivery point: ____________________
  (Wellhead, plant tailgate, central point in field, etc.)
(16) Any other special conditions affecting price ____________________

PART II–A

(17) Assignor ____________________
(18) Description of service to be continued: (a) FPC Docket No.(s) under which assignor was originally authorized; (b) proposed disposition of assignor's FPC Gas Rate Schedule(s) ____________________

PART II–B

(19) Suspension Docket No. ______________
(20) Price currently being collected subject to refund ______________ cents/Mcf
(21) Date price made effective subject to refund ____________________
(22) Estimated amount subject to possible refund annually $______________
(23) In addition to the refund obligation required by § 154.92(d)(3), does assignee intend to file bond or undertaking to assure total refund from the date increased rate of assignor became effective subject to refund or from date operation commenced under assignor's temporary certificate containing a refund condition, as the case may be? Yes ( ) No ( ).

[1] Specify whether initial service, add acreage, delete acreage, continue service of predecessor, farmout, other (give details).

8. Add a new § 250.7 to read as follows:

§ 250.7 Form of contract summary for abandonment applications.

(See § 157.30(b) of this chapter.)

1. Name of seller ____________________
2. Sale authorized in Docket No. __________
3. Name of purchaser ____________________
4. Location of sale ____________________
  (Field, county, state)
5. Date of basic contract and Rate Schedule No. ____________________
6. Last effective rate (cents/Mcf) _________
7. Measurement pressure base (psia) ______
8. Involved in suspension proceeding: No __ Yes __ Docket No. _____________
9. Purchaser has indicated concurrence: Yes __ No __.
10. Reasons for abandonment ____________________
  (Specify)

9. Add a new § 250.8 to read as follows:

§ 250.8 Summary to accompany rate schedule filed by an assignee as successor in interest.

(See § 154.92(d) of this chapter.)

(1) Name of assignee ____________________
(2) Name of assignor ____________________
(3) Designation of assignor's FPC Gas Rate Schedule ____________________
(4) Effective date of transfer of ownership ____________________
(5) Proposed effective date of assignment ____________________
(6) (a) Is related certificate application filed herewith: Yes ( ); No ( ). If no, reason(s) ____________________
  (b) Is motion to be substituted for assignor being filed in any formal rate docket involving the assignor's rate schedule: Yes ( ); No ( ). If yes, give docket number(s).

(7) Additional comments: ----------------
----
(8) ------------------------------------
(Signature (or name) of assignee)
By ------------------------------------
(Title)
Dated: --------------------------------
Parties served copies of this summary:

10. Add a new § 250.9 to read as follows:

§ 250.9 Form of notice of proposed cancellation or termination of independent producer rate schedule or part thereof, where no new schedule is to be filed in its place.

(See § 154.97(a) of this chapter.)

Date----------------

(1) Rate schedule proposed to be canceled --
----
(2) Type of cancelation—Partial ( ); Complete ( ).
(3) Proposed effective date of cancellation--
(4) (a) Has service ceased from acreage involved: Yes ( ); No ( ).
(b) Is application to abandon filed herewith: Yes ( ); No ( ). (1) If No, give reason: --------------------
----
(5) Reason for cancelation (not necessary if the reasons are stated in any related accompanying abandonment application) --------------------------------
----
----
(6) Additional comments ------------------

----
(7) Signature and title of producer or person authorized to sign in his behalf:

(Signature)

(Title)

(8) The following persons have been served with copies of this notice."

(Secs. 4, 7, 16, 52 Stat. 822, 824, 825, 830; 56 Stat. 83, 84; 76 Stat. 72; 15 U.S.C. 717c, 717f, 717o)

(B) The amendments adopted herein shall become effective on May 1, 1964.

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

By the Commission.

[SEAL] JOSEPH H. GUTRIDE, *Secretary.*

[F.R. Doc. 64-2816; Filed, Mar. 24, 1964; 8:46 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

[Docket No. FDC-70]

PART 27—CANNED FRUITS AND CANNED FRUIT JUICES; DEFINITIONS AND STANDARDS OF IDENTITY; QUALITY; AND FILL OF CONTAINER

Orange Juice and Orange Juice Products; Definitions and Standards of Identity; Order Staying Portions of Order of October 11, 1963

In the matter of establishing definitions and standards of identity for orange juice, pasteurized orange juice, canned orange juice, sweetened pasteurized orange juice, canned sweetened orange juice, concentrated orange juice, sweetened concentrated orange juice, reconstituted orange juice, sweetened reconstituted orange juice, and industrial orange juice with added chemical preservatives:

Petitions having been filed to review the order entered in the above-entitled matter published in the FEDERAL REGISTER of October 11, 1963 (28 F.R. 10900); and, it appearing that certain requirements made in said order should be stayed during the pendency of proceedings in the Circuit Court of Appeals and such proceedings as may be had in the United States Supreme Court: *It is ordered,* That, pending the determination of the issues raised in said petitions by the Court of Appeals, and if review of such determination is sought by Petitions for Certiorari to the Supreme Court of the United States, then during the pendency of any such further proceedings:

1. The labeling requirements of §§ 27.107(d) and (e), 27.108(d), 27.109 (c), and 27.111(c) and (d) be stayed.

2. That the portion of § 27.111(a) which requires that the product contain 11.8 percent orange juice soluble solids be stayed; but in no event shall any such product while this stay is in effect contain orange juice soluble solids in an amount less than that required for products under § 27.107(a).

Effective date. This order shall become effective upon signature.

(Sec. 701, 52 Stat. 1055 as amended; 21 U.S.C. 371)

Dated: March 18, 1964.

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

[F.R. Doc. 64-2842; Filed, Mar. 24, 1964; 8:48 a.m.]

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter II—Corps of Engineers, Department of the Army

PART 203—BRIDGE REGULATIONS

PART 204—DANGER ZONE REGULATIONS

PART 207—NAVIGATION REGULATIONS

Sacramento River, Calif.; Gulf of Mexico, Texas; Banana River, Fla.

1. Pursuant to the provisions of section 5 of the River and Harbor Act of August 18, 1894 (28 Stat. 362; 33 U.S.C. 499), § 203.716(a)(2) is hereby amended to prescribe regulations to govern the operation of the state of California highway bridge and the Southern Pacific Company railroad bridge across Sacramento River, Sacramento, California, effective 30 days after publication in the FEDERAL REGISTER, as follows:

§ 203.716 Sacramento River and its tributaries, California.

(a) *Sacramento River.* * * *

(2) *State of California highway (Tower) bridge and Southern Pacific Company railroad ("I" Street) bridge at Sacramento*—(i) *Closed periods.* From 4:30 p.m. to 6:00 p.m. Monday to Friday, inclusive, and 4:00 p.m. to 6:00 p.m. on Sundays and national holidays, the draws need not be opened for the passage of vessels except in time of flood or other emergency when the closed periods may be suspended or modified by the District Engineer, Corps of Engineers.

(ii) The signal for opening the Southern Pacific Railroad Bridge shall be four long blasts.

NOTE: * * *

* * * * *

[Regs., March 12, 1964, 1507-32 (Sacramento River, Calif.)—ENGCW-ON] (Sec. 5, 28 Stat. 362; 33 U.S.C. 499)

2. Pursuant to the provisions of section 7 of the River and Harbor Act of August 8, 1917 (40 Stat. 266; 33 U.S.C. 1), and Chapter XIX of the Army Appropriations Act of July 9, 1918 (40 Stat. 892; 33 U.S.C. 3), § 204.162 establishing and governing the use and navigation of two danger zones in the Gulf of Mexico, Texas, is hereby amended in its entirety to revoke Area "A" and to make the regulations applicable to the remaining area only, effective upon publication in the FEDERAL REGISTER since danger zone, Area "A" is no longer needed, as follows:

§ 204.162 Gulf of Mexico off Matagorda Island, Tex.; Air Force practice gunnery, bombing, and rocket firing range.

(a) *The danger zone.* (1) The waters of the Gulf of Mexico encompassed by an arc of a circle having a radius of 5 statute miles centered at latitude 28°17', longitude 96°32'.

(2) *Use of area.* The area will be used daily from sunrise to sunset for air-to-ground gunnery, dive bombing, rocket firing, horizontal bombing and firing at radio controlled targets.

(b) *The regulations.* (1) Except in an emergency involving danger to life or property, no vessel shall enter or remain in the danger zone between sunrise and sunset unless authorized to do so in writing by the enforcing agency.

(2) Vessels making scheduled trips over prescribed routes will be given prior written permission to transit the danger zone by the enforcing agency. Vessels so authorized to transit the danger zone shall pass directly through without unnecessary delay and shall display such identification as may be required by the enforcing agency.

(3) The regulations in this section shall be enforced by the Commanding Officer, Bergstrom Air Force Base, Austin, Texas, and such agencies as he may designate.

[Regs., March 12, 1964, 1507-32 (Gulf of Mexico, Texas)—ENGCW-ON] (Sec. 7, 40 Stat. 266, 892; 33 U.S.C. 1, 3)

3. Pursuant to the provisions of section 7 of the River and Harbor Act of August 8, 1917 (40 Stat. 266; 33 U.S.C.

1), § 207.171d is hereby redesignated as § 207.171e and a new § 207.171d is hereby prescribed establishing and governing the use and navigation of a prohibited area in Banana River at Patrick Air Force Base, Florida, effective 30 days after publication in the FEDERAL REGISTER, as follows:

§ 207.171d Banana River at Patrick Air Force Base, Fla.; prohibited area.

(a) *The area.* The water area within a semicircle with a radius of 600 feet having its center at latitude 28°14'14.1", longitude 80°36'54.7" near the easterly shore of Banana River. The offshore boundary will be marked with appropriate warning signs.

(b) *The regulations.* (1) All unauthorized watercraft shall stay clear of the area at all times.

(2) The regulations in this section shall be enforced by the Commander, Air Force Missile Test Center, Patrick Air Force Base, Florida, and such agencies as he may designate.

§ 207.171e Atlantic Ocean near Port Everglades, Fla.; Naval restricted area. [Redesignated]

[Regs., March 11, 1964, 1507-32 (Banana River, Fla.)—ENGCW-ON] (Sec. 7, 40 Stat. 266; 33 U.S.C. 1)

J. C. LAMBERT,
Major General, U.S. Army,
The Adjutant General.

[F.R. Doc. 64-2810; Filed, Mar. 24, 1964; 8:45 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Docket No. 14785; FCC 64-224]

PART 2—FREQUENCY ALLOCATIONS AND RADIO TREATY MATTERS; GENERAL RULES AND REGULATIONS

PART 21—DOMESTIC PUBLIC RADIO SERVICES (OTHER THAN MARITIME MOBILE)

PART 81—STATIONS ON LAND IN THE MARITIME SERVICES

PART 87—AVIATION SERVICES

PART 89—PUBLIC SAFETY RADIO SERVICES

PART 91—INDUSTRIAL RADIO SERVICES

PART 93—LAND TRANSPORTATION RADIO SERVICES

Miscellaneous Amendments

In the matter of amendment of Parts 2, 21, 81, 87, 89, 91, and 93 (formerly Parts 2, 21, 7, 9, 10, 11, and 16, respectively) of the Commission's rules to provide for 20 kc/s channeling in the 72-76 Mc/s band for fixed stations in the Domestic Public Radio Services and Operational Fixed Stations in the Safety and Special Radio Services; Docket No. 14785, FCC 64-224.

1. The Commission issued a notice of proposed rule making in the above-entitled matter which was duly published in the FEDERAL REGISTER (27 F.R. 9728, October 2, 1962). Comments were invited either for or against the proposals set forth therein. The date for filing such comments has passed and all those which were timely submitted have been considered by the Commission in arriving at the determinations set forth below.

2. This proceeding arose as a result of the Commission's Second Memorandum Opinion and Order in Docket Number 13928 which pre-empted 40 kc/s channels from 73.0 to 74.6 Mc/s for the Radio Astronomy Service. While existing users in this part of the band, authorized on or before December 1, 1961, were permitted to continue operating, the Commission's Notice of Inquiry in Docket Number 14477 looked toward making 73.0 to 74.6[1] Mc/s available exclusively to radio astronomy on a world-wide basis. Hence, to accommodate new users and as a protection against the possible time when present users in the 73.0-74.6 Mc/s might have to move, the Commission proposed to split the remaining 40 kc/s channels in the 72-76 Mc/s band and to reduce frequency deviation from ±15 kc/s to ±5 kc/s. This would regain 38 of the 40 channels lost to the Radio Astronomy Service.

3. The comments generally favored splitting the channels. Filings from those representing the Public Safety, Industrial, and Land Transportation Services welcomed the opportunity of obtaining new frequencies to compensate for those lost to the Radio Astronomy Service. In addition, filings from the various manufacturers support the technical feasibility of 20 kc/s channeling. Hence, this part of the proposal is adopted without change. However, mention must still be made of some comments which while supporting this "split channeling" because of the need for the frequencies nevertheless objected to an approach which seeks to solve Land Mobile frequency shortages by constantly splitting the available channels. They point out that while technically feasible in this band, channel splitting results in premature equipment replacement and necessitates receiver adjustments; all of which requires the Land Mobile Services to spend additional money and does not resolve the frequency problem equitably. In this regard, it should be noted that the Commission is currently considering a variety of alternatives designed to alleviate the overcrowding, particularly in the metropolitan areas, now being experienced in the Land Mobile Services.

4. Several comments contended that the protection afforded television channels 4 and 5 in this band, which is to be continued unchanged, imposes unnecessary restrictions on other users and should be eased. This raises an issue which goes beyond the questions of should channels be split, and if so, what kind of a narrow-band timetable should be imposed. Hence, no consideration of changing the area of protection to channels 4 and 5 is being given at this time.

5. With respect to compliance with the technical standards, the Commission proposed that existing licensees in this band who are utilizing 36F3 or 40F3 emission must comply fully with all narrow band standards by October 31, 1967, and that the deviation of all transmitters operating in the 72.0-73.0 and 75.4-76.0 Mc/s bands be reduced to ±5 kc/s within six months after the effective date of the Order in this docket. A careful review of the changes to be made by the proposed October 31, 1967 date indicates that deferment until that date is unnecessary and that a considerable improvement in frequency utilization and administrative efficiency in the band could be achieved by requiring that all equipment be in full compliance with the narrow band technical standards by October 15, 1965. This advance in the compliance date appears to be reasonable since under existing rules all land mobile licensees had to be in compliance with narrow-band frequency tolerance requirements by October 31, 1963; therefore, they are not affected in this respect. Some licensees authorized prior to 1950 whose stations may not now have a modulation limiter and audio filter will be given approximately 18 months within which to make those changes. There is no need to provide the latter group of licensees with an amortization period, since they have now been operating the affected equipment for at least 14 years. The review also indicates that those users now operating in the radio astronomy portion of the 72-76 Mc/s band (73.0-74.6 Mc/s) should not be required to update existing equipments since no expansions are permitted and no new stations may be assigned. Accordingly, we are providing such an exemption for operations in the band 73.0-74.6 Mc/s. Further, we are providing that all existing users operating in the bands 72.0-73.0 and 75.4-76.0 Mc/s reduce the deviation of their transmitters to ±5 kc/s within six months after the effective date of this Order and that all existing equipment in these bands comply fully with the technical specifications set forth herein in approximately 18 months after such effective date. Any new station authorized after the effective date of this Order would be required immediately to utilize equipment meeting the narrow band technical requirements including the requirement of reduced frequency deviation.

6. In line with its policy in previous split-channel proceedings, the Commission proposed that complaints of interference to a fixed service or operational fixed receiver designed for use in a wideband system will not be recognized as valid if caused by a transmitter operating in accordance with the narrow-band technical standards on a frequency one or more channels removed from the frequency of the receiver affected. Again, those who commented favored this proposal, and, hence, it is adopted.

[1] Implementation of the decisions of the international space allocations conference with respect to this band will be the subject of separate rule-making after completion of the treaty ratification process.

7. Several comments were directed toward the merits of the National Association of Manufacturers' (NAM) petition to set aside certain channels in this band for lower power usage, exclusively for the Manufacturers Radio Service. This petition was separately treated in Docket Number 15131, and these filings were considered in conjunction with that proceeding. It should be noted that a Report and Order in this Docket is being issued simultaneously with the instant Report and Order. The impact of that proceeding in this Docket is essentially a reduction of ten frequencies to the fixed services and the sharing of twenty additional frequencies with 1-watt mobile stations in the Manufacturers Radio Service.

8. Therefore, in view of the foregoing: *It is ordered*, This 18th day of March 1964, That, effective May 1, 1964, Parts 2, 21, 81, 87, 89, 91, and 93 are amended so as to provide the following:

(a) The following frequencies in the 72–76 Mc/s band will be available to operational fixed stations in the Aviation, Industrial, Marine, Public Safety, Land Transportation Services and fixed stations in the Domestic Public Radio Services subject to the same restriction for the protection of television channels 4 and 5 as now exist:

Mc/s	*Mc/s*	*Mc/s*	*Mc/s*
72.02*	72.42	72.82	75.64
72.04*	72.44**	72.84	75.66
72.06*	72.46	72.86	75.68
720.08*	72.48**	72.88	75.70
72.10*	72.50	72.90	75.72
72.12*	72.52**	72.92	75.74
72.14*	72.54	72.94	75.76
72.16*	72.56**	72.96	75.78
72.18*	72.58	72.98	75.80
72.20*	72.60**	75.42	75.82
72.22*	72.62	75.44**	75.84
72.24*	72.64	75.46	75.86
72.26*	72.66	75.48**	75.88
72.28*	72.68	75.50	75.90
72.30*	72.70	75.52**	75.92
72.32*	72.72	75.54	75.94
72.34*	72.74	75.56**	75.96
72.36*	72.76	75.58	75.98
72.38*	72.78	75.60**	
72.40*	72.80	75.62	

*These frequencies were made available on a shared basis with the operational fixed service for mobile use in the Manufacturers Radio Service subject to the restrictions contained in the Commission's Report and Order in Docket Number 15131.

**These frequencies were made available exclusively for mobile use in the Manufacturers Radio Service in the Commission's Report and Order in Docket Number 15131.

(b) That stations which were authorized for operation on December 1, 1961, in the frequency band 73.0–74.6 Mc/s may continue to be authorized for such operation and must comply with the following technical specifications:

Frequency tolerance: 0.005 percent.
Frequency deviation: ±15 kc/s.
Authorized bandwidth: 40 kc/s.
Modulation limiter: Required if transmitter authorized or installed after July 1, 1950.
Audio low pass filter: Not required.

(c) That all users of existing stations operating in the bands 72.0–73.0 and 75.4–76.0 Mc/s reduce the modulation frequency deviation of such stations to a value of not more than ±5 kc/s within six months after the effective date of this Order.

(d) That the narrow band technical standards applicable to all new stations authorized after the effective date of this Order in the bands 72.0–73.0 and 75.4–76.0 Mc/s and applicable to all transmitters operating in these bands after October 15, 1965[2] are as follows:

Frequency tolerance: Fixed stations 0.0005 percent. Mobile stations power input not to exceed 1 watt 0.005 percent.
Frequency deviation: ±5 kc/s.
Authorized bandwith: 20 kc/s.
Modulation limiter: Required—except for mobile stations.
Audio low pass filter:[3] Required—except for mobile stations.

(e) After the effective date of the final rules in this Docket, the Commission will not recognize as valid any complaint of interference caused by a transmitter operating one or more channels removed in accordance with the narrow-band technical standards, to a fixed service or operational fixed receiver designed for use in a wide-band system.

The formal codification of the changes described above for each of the service parts concerned will be accomplished by subsequent orders of the Commission.

9. *It is further ordered*, That effective May 1, 1964, the Table of Frequency Allocations, Part 2, § 2.106, is amended by revising Footnote NG33 to read as follows:

NG33 The spacing between frequency assignments in this band shall be 20 kc/s. The first and last assignable frequencies are those indicated in column 10.

(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: March 19, 1964.

FEDERAL COMMUNICATIONS COMMISSION,[4]
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-2857; Filed, Mar. 24, 1964; 8:50 a.m.]

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[2] Since these tolerances are now applicable to stations operating under the provisions of Parts 89, 91, and 93, this date relates solely to those Parts which do not now contain such a requirement.

[3] The audio low pass filter shall be installed between the modulation limiter and the modulated stage and, at audio frequencies between 3 kc/s and 15 kc/s: shall have an attenuation greater than the attenuation at 1 kc/s by at least:

$$40 \log_{10}(f/3) \text{ decibels}$$

where "f" is the audio frequency in kilocycles. At audio frequencies above 15 kc/s the attenuation shall be at least 28 decibels greater than the attenuation at 1 kc/s.

[4] Commissioner Bartley absent.

[Docket No. 15131; FCC 64-221]

PART 2—FREQUENCY ALLOCATIONS AND RADIO TREATY MATTERS; GENERAL RULES AND REGULATIONS

PART 91—INDUSTRIAL RADIO SERVICES

Miscellaneous Amendments

In the matter of amendment of Parts 2 and 11[1] of the Commission's rules, concerning the allocation and assignment of frequencies in the 72–73 and 75.4–76 Mc/s Bands; Docket No. 15131, RM-331, FCC 64-221.

1. The Commission's Order in this document provides basically that manufacturers may now use 30 narrow band channels (20 kc/s each), in the 72 and 75 Mc/s bands, for apparatus and equipment control, safety communications, and other purposes, employing low or "flea" powered (1 watt input) radio transmitters.

2. This proceeding commenced with the adoption of a notice of proposed rule making on July 24, 1963. That notice was published in the FEDERAL REGISTER on August 1, 1963, at volume 28, page 7854. Persons interested in our proposal were given until October 1, 1963 to file Comments; and until November 1, 1963 to file Reply Comments.

3. The Commission's proposal in this proceeding was essentially as follows:

To provide the Manufacturers Radio Service with 30 narrow band (20 kc/s each) channels, for apparatus and equipment control, and safety, and other functions, employing mobile, low power (1 watt input) transmitters. Of the 30 frequencies proposed to be made available, 25 are located in the 72–73 Mc/s band; and of these 25 channels, 5 would be allotted to the manufacturers on an exclusive basis, while the remaining 20 would be shared with users in the Fixed Service. The balance of five channels is located in the 75.4–76 Mc/s band, and would be allotted on an exclusive basis to the manufacturers. All transmitters operating on the subject frequencies would be required to be operated solely within plant, mill, yard, or other manufacturing areas, in order to obviate the possibility of interfering with television reception on channels 4 and 5. Tone, as well as voice transmissions would be allowed; and multiple frequency systems would be authorized. Use of the frequencies by the manufacturers is subject to the condition that no harmful interference will be caused to reception of television channels 4 or 5. No protection from television interference will be afforded the manufacturers .

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[1] Subsequent to the institution of this proceeding, Part 11 of the Commission's rules was re-designated Part 91. All references to rules sections in this document will reflect the re-designated prefix, § 91.—.

The adoption of the above noted proposals, as reflected in the rules contained in the Appendix to this document, is being ordered.

4. A wide range of opinion was expressed in the original comments filed by 20 participants in this proceeding. Some of these comments engendered the reply comments of 4 parties—2 of whom had not filed original comments. Most of the comments filed were generally favorable to the purpose of the Commission's proposal. Areas of disagreement, however, centered about certain of the details of the proposal.

5. The following notations will serve as an index of the various opinions expressed:

1. "Flea power" operations should be conducted in the 450 Mc/s band.

2. The Manufacturers Radio Service should not be given an exclusive allocation of 10 frequencies.

3. Protection should be afforded Fixed Service users on the 20 frequenices to be shared with the manufacturers .

4. Other users of radio also have a need for "flea power" type communications, and should be allowed to participate in the use of the subject or comparable frequencies.

5. Too much protection is afforded television reception on channels 4 and 5.

6. Too little protection is afforded television reception on channels 4 and 5.

7. The requirement that antennas be directly affixed to transmitters is too restrictive.

Some of the comments reflected 2 or more of these opinions.

6. The Forest Industries Radio Communications (FIRC) has suggested that "flea" powered operations be conducted in the 450 Mc/s band. In response to this suggestion, we would point out, as we did in our notice, that our essential purpose in instituting this proceeding was to consider a method of achieving a more efficient use of certain portions of the VHF spectrum. The bands under consideration were deemed to be uniquely suitable for the "flea" power purposes of the manufacturers because of the compatible nature of the Fixed Service's use of the band, the safe distance from the channels 4 and 5 television bands, and finally, by the very nature of the uses to which the manufacturers would dispose the subject frequencies. FIRC's suggestion is therefore rejected.

7. Several commentators were of the view that the manufacturers should not be given exclusive access to 10 frequencies. The International Municipal Signal Association (IMSA), the International Association of Fire Chiefs (IAFC), the Central Committee on Communications facilities of the American Petroleum Institute (API), and the National Committee for Utilities Radio (NCUR), all expressed this view. The last two mentioned parties expressed the further view that if "flea" power operations are to be allowed, they should be allowed on a basis of non-interference to the Operational Fixed users in the subject bands. The North Carolina Highway Patrol, an adjunct of the Department of Motor Vehicles of the State of North Carolina has also suggested that protection from interference be afforded Operational Fixed users in these bands.

8. The opposition to our proposal to make 10 exclusive channels available to the manufacturers and the concurrent desire for protection on the 20 frequencies to be shared with users in the Fixed Service, is premised on the importance of current Fixed operations being conducted in the band and the fear that a scarcity of frequencies for Fixed purposes will develop. Without degrading the importance of many licensees' Fixed operations in the subject bands, we would point out, as did the North Carolina Highway Patrol, that the likelihood of interference to Operational Fixed stations by "flea" power stations is slight. The wide disparity in the amounts of transmitter input power which we will authorize—one watt for the manufacturers "flea" power transmitters as opposed to 500 watts for Operational Fixed Stations—render the argument about interference practically moot. At the same time, this proposal is premised, to a great extent on the fact that the very nature and locations of the operations of the Fixed users and the manufacturers are such to render their mutual use of the subject frequencies compatible. But most important is the fact that 48 other frequencies between 72 and 76 Mc/s are available to the Fixed Service—frequencies upon which the manufacturers "flea" power operations will not be allowed.

9. A number of the participants in this proceeding filed comments which, in effect, stated that the idea of low powered operations in the subject bands was meritorious, but that it should be broadened to include other Radio Services not just the Manufacturers Service. Thus, a need for "flea" power type operations was alleged to exist in various of our Public Safety Radio Services, The Special Industrial Radio Service, the Petroleum Radio Service, the Power Radio Service, and the Business or Citizens Radio Services. The Comments of the following parties reflected this view:

1. Associated Public-Safety Communications Officers, Inc. (APCO)

2. The Halliburton Company

3. Central Committee on Communications Facilities of the American Petroleum Institute (API)

4. National Committee for Utilities Radio (NCUR)

5. Hoffman Electronics

6. Academy of Model Aeronautics

10. The scope of this proceeding was confined to the Manufacturers Radio Service by reason of the fact that the Manufacturers, in their Petition, presented a proposition which, on its face at least, had considerable merit, and at the same time, a large measure of possibility of fulfillment. This is not to say that other of our various radio services may not have equally compelling needs for "flea" powered type operations, which are at the same time reasonably capable of being fulfilled. We are not however, at this stage, sufficiently persuaded on the basis of what has been presented by the various commentators noted above, to undertake any wholesale exploitation of the subject bands by "flea" powered users. At some later date, the Commission may consider the advisability of expanding "flea" powered operations, including the possibility of interservice sharing of frequencies devoted to "flea" power use.

11. We note that the Academy of Model Aeronautics, concurrent with the filing of its Comments in this proceeding, filed a Petition for Rule Making (RM-496) which looks toward the amendment of our Business or, in the alternative, Citizens Radio Service Rules, to allow low power operations in the 72–76 Mc/s band for the control of model aircraft. As this Petition was filed pursuant to § 1.401 of our rules, it will be considered in appropriate order at some later date, pursuant to § 1.407.

12. The National Broadcasting Company (NBC), in its comments, asserts that not enough protection from interference is afforded television reception on channels 4 and 5. NBC is the licensee of three channel 4 television stations and one channel 5 station. In opposing our "flea" power proposal, NBC has relied heavily on the measure of protection that is required to be rendered to channels 4 and 5 reception by Operational Fixed Service licensees operating in the bands between channels 4 and 5. NBC suggests the adaptation of the same rules provisions that now relate to Fixed use in these bands (§ 91.8(g)) to the Manufacturers "flea" powered operations. To do so, however, might well invalidate the whole idea of "flea" power operations because of the extremely restrictive assignment criteria contained in § 91.8(g). As we noted above, in paragraph 8, Operational Fixed Stations that are authorized in the bands between 72 and 76 Mc/s, may use as much as 500 watts input power and are frequently located in areas of low television signals. Contrasted to this picture, we are establishing a maximum input power of 1 watt for the "flea" power operations which will frequently be located in areas of high TV signals strength. Additionally, as is the case with Fixed users operating in the band between channels 4 and 5, any licensee of a "flea" powered system who causes interference to television reception will be required, under the rules that we are adopting, to eliminate this interference, even if it means going off the air permanently. This last measure is, of course, the ultimate in terms of protection from interference. It is the final measure in a series of measures designed to protect the viewing public from interference to their television reception, caused by the operation of any manufacturer's "flea" powered transmitters. Licensees in the Manufacturers Radio Service will accept their authorizations subject to the proscription against causing interference. In view of these considerations, NBC's suggestion is rejected.

13. In direct contrast to the position taken by NBC, the California Public-Safety Radio Association (CPRA) has asserted that too much protection is afforded television reception on channels 4 and 5. CPRA would have us revise the wording of subsection (d) of § 91.729 to eliminate any doubt "* * * concerning received television signals which could be considered reliable." Thus, CPRA would

define interference from "flea" powered transmitters as the impairment of a television signal of 1500 microvolts per meter, or better. The Columbia Broadcasting System (CBS), Inc., in reply Comments, took exception to the CPRA's suggestion. CBS has pointed out that "The minimum protected signal of less than 1500 microvolts per meter proposed by CPRA corresponds to a signal substantially in excess of Grade B service for both low band and high band VHF operation. If CPRA's suggestion were to be adopted there would be no protection against interference from the operation of these proposed stations in the Manufacturers Radio Service in areas where Grade B or better television service on channels 4 or 5 is otherwise normally adequate and reliable but where the signal is less than 1500 microvolts per meter. It goes without saying, of course, that protection from interference in such areas of lower signal strength is especially important." We agree with CBS that it is in areas of low television signal strength that the greatest likelihood of interference exists and that consequently the greatest measure of protection should be afforded. CPRA's suggestion is therefore rejected.

14. That portion of our proposal in this proceeding which drew the most significant opposition was the proposed requirement that "* * * all antennas shall be immediately attached to, and integral parts of, transmitters * * * (and) that * * * antennas may not be located or employed at points away from transmitters." The Land Mobile Communications Section of The Electronics Industries Association (EIA), Motorola, Inc., Seismograph Service Corporation, the National Association of Manufacturers (NAM) and the Monsanto Chemical Co. (in Reply Comments) all voiced their opposition to this restriction. We have carefully reconsidered this portion of our proposal and concluded that the requirement that antennas be mounted upon or directly attached to transmitters is unduly restrictive insofar as vehicle mounted units are concerned. Accordingly, we will allow a separation between antennas and transmitters, as convenience requires, when these units are permanently installed aboard a vehicle. When used as base or fixed stations however, no separation between antennas and transmitters will be alowed. Our reasons for not allowing this separation rest basically on the nature of the prime uses to which "flea" powered transmitters would be disposed. Thus, "flea" powered transmitters, owing to their size and the extremely small amount of input power that will be allowed, are viewed essentially as personal and hand carried pieces of equipment intended to serve as person to person communications or equipment control devices, in plant areas and under circumstances where other means of communication are unavailable, unreliable or inefficient. In addition, the very short distances over which it has been said that most communications will be conducted, together with what has been described as basically line-of-sight transmission paths, lead us to reject the suggestions that we permit, as a general principle, antennas to be located at points away from transmitters. This restriction will not, in our view, substantially inhibit the employment of "flea" powered transmitters to provide the operational functions of base or fixed type stations. To resolve any doubt which may exist as to the uses to which "flea" powered transmitters may be disposed, we are incorporating a provision in the text of § 91.730(b) (8) which states in unequivocal terms that "flea" power stations may be used to provide the operational functions of base or fixed stations.

15. The National Association of Manufacturers Committee on Radio Use was the Petitioner in this proceeding. In its comments, the NAM objected to our proposal to make only 10 frequencies available to the manufacturers on an exclusive basis. The NAM had calculated that manufacturers would require 30 such exclusive frequencies, or more specifically, 15 pairs of exclusive channels, in order to satisfy their "flea" power communications needs. In adhering to our original proposal to make but 10 frequencies available on an exclusive basis, we have taken into consideration the fact that there has been no regular operating experience as yet with "flea" powered transmitters in these bands and that as previously indicated, other of our radio services may have equally compelling requirements for assignments in these bands.

16. Although not specifically mentioned elsewhere in this document the comments of Femco, Inc., of Irwin, Pa., the Aerospace Flight Test Radio Coordinating Council (AFTRCC), the Association of Maximum Service Telecasters, Inc. (MST) and the National Association of Broadcasters (NAB) were considered before arriving at our conclusion to amend Parts 2 and 91 of our Rules in the manner noted below. Femco and AFTRCC both supported our proposal, while MST took "* * * no position for or against adoption of the proposed allocations themselves", and the NAB noted that "So long as * * * safeguards for the protection of television reception are contained in the final rules, the Association would have no objection to this proposal."

17. At paragraph 5 of our notice of proposed rule making in this proceeding, it was pointed out that "channel splitting", or a reduction in channel widths from 40 to 20 kc/s each, in the bands under consideration, would have to be accomplished before this proceeding could be concluded. The Commission's proposal to reduce channel spacings in appropriate frequency bands between 72 and 76 Mc/s was contained in Docket No. 14785. The proceeding in Docket No. 14785 is being concluded simultaneously with the instant one.

18. In view of the foregoing, the Commission finds that the public interest, convenience, and necessity will be served by the rules amendments ordered herein. Therefore, pursuant to authority contained in sections 4(i), 303 (b), (f), and (r) of the Communications Act of 1934, as amended, *it is ordered*, That effective May 1, 1964, Parts 2 and 91 of the Commission's rules are amended in the manner set forth below; and the proceedings in this Docket No. 15131 are hereby terminated.

(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)

Adopted: March 18, 1964.

Released: March 19, 1964.

FEDERAL COMMUNICATIONS COMMISSION,[2]

[SEAL] BEN F. WAPLE,
Secretary.

Parts 2 and 91 are amended as follows:

1. In § 2.106, a new footnote designator, NG49, is added in column 7 for the frequency bands 72–73 and 75.4–76 Mc/s; and a new footnote is added to the table to read as follows:

§ 2.106 Table of Frequency Allocations.

* * * * *

NG49 The frequencies 72.02, 72.04, 72.06, 72.08, 72.10, 72.12, 72.14, 72.16, 72.18, 72.20, 72.22, 72.24, 72.26, 72.28, 72.30, 72.32, 72.34, 72.36, 72.38, 72.40, 72.44, 72.48, 72.52, 72.56, 72.60, 75.44, 75.48, 75.52, 75.56, and 75.60 Mc/s may be authorized for low powered (one watt input) mobile operations in the Manufacturers Radio Service.

2. In § 91.729, the text of paragraph (d) is deleted and a new paragraph (d) is inserted in lieu thereof.

§ 91.729 Station limitations.

* * * * *

(d) Mobile stations proposed to be operated on frequencies from within the 72 and 75 Mc/s bands will be authorized subject to the following exemptions and conditions:

(1) Authorizations for multiple frequency operations will be granted notwithstanding the provisions of § 91.8(c).

(2) All communications must be conducted within the boundaries or confines of plant, factory, shipyard, mill or other manufacturing areas, which are occupied and controlled by the licensee.

(3) All operation on frequencies in the 72 and 75 Mc/s bands is subject to the condition that no interference is caused to the reception of television stations operating on Channels 4 or 5. Interference will be considered to occur whenever reception of a regularly used television signal is impaired by signals radiated by stations operating under these rules in the 72 and 75 Mc/s bands, regardless of the quality of such reception or the strength of the signal so used. In order to minimize the hazard of such interference, it shall be the duty of the licensee to determine whether interference is being caused to television reception, wherever television receivers other than those under the control of the licensee, are located within 100 feet of any point where the stations licensed under these rules may be operated. In any case, it shall be the responsibility of the licensee to correct at its own expense, any such interference and if the interference cannot be eliminated by the application of suitable techniques, the operation of the offending transmitter shall be suspended. If the complainant refuses to permit

[2] Commissioner Bartley absent.

the licensee to apply remedial techniques which demonstrably will eliminate the interference without impairment of the original reception, the licensee is absolved of further responsibility.

3. In § 91.730, paragraph (a) is amended by adding the following entries in numerical sequence in the table, and paragraph (b) is amended by revising subparagraph (1) and adding new subparagraphs (7) and (8), as follows:

§ 91.730 Frequencies available.

(a) * * *

Frequency	Class of Station(s)	Limitations
* * *	* * *	* * *
72.02	Mobile	7, 8
72.04	do	7, 8
72.06	do	7, 8
72.08	do	7, 8
72.10	do	7, 8
72.12	do	7, 8
72.14	do	7, 8
72.16	do	7, 8
72.18	do	7, 8
72.20	do	7, 8
72.22	do	7, 8
72.24	do	7, 8
72.26	do	7, 8
72.28	do	7, 8
72.30	do	7, 8
72.32	do	7, 8
72.34	do	7, 8
72.36	do	7, 8
72.38	do	7, 8
72.40	do	7, 8
72.44	do	8
72.48	do	8
72.52	do	8
72.56	do	8
72.60	do	8
75.44	do	8
75.48	do	8
75.52	do	8
75.56	do	8
75.60	do	8

* * * * *

(b) * * *

(1) This frequency is shared with the Forest Products and Petroleum Radio Services. The plate power input to the final radio frequency stage of all transmitters operating on this frequency shall not exceed 180 watts.

* * * * *

(7) This frequency is shared with stations in the Fixed Service, and is subject to no protection from interference.

(8) The maximum transmitter final amplifier plate input power that will be authorized on this frequency is 1 watt; and each station authorized hereon will be classified and licensed as a mobile station. Any units of such a station however, may be used to provide the operational functions of a base or fixed station. The antennas of transmitters operating on this frequency must be directly mounted or installed upon the transmitting unit: *Provided however,* That when permanently installed aboard a vehicle, antenna and transmitter may be separated as required for convenience in mounting. Horizontal polarization will not be allowed; and the gain of antennas employed shall not exceed that of a half wave dipole. The maximum bandwidth that will be authorized is 20 kc/s. This frequency is available for voice or tone control transmissions, and subject to the condition that interference will not be caused to the reception of television channels 4 or 5. No protection from television interference will be afforded licensees operating on this frequency.

[F.R. Doc. 64-2858; Filed, Mar. 24, 1964; 8:50 a.m.]

Title 46—SHIPPING

Chapter II—Maritime Administration, Department of Commerce

SUBCHAPTER G—EMERGENCY OPERATIONS

[General Order 100]

PART 309—VALUES FOR WAR RISK INSURANCE

Miscellaneous Amendments

Correction

In F.R. Doc. 64-2021, appearing at page 2944 of the issue for Wednesday, March 4, 1964, the following correction is made in the first sentence of § 309.201: The reference reading "§§309.201 through 309.24" should read "§§309.201 through 309.204".

Proposed Rule Making

DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

[25 CFR Part 233]

SAN CARLOS INDIAN IRRIGATION PROJECT, ARIZONA

Proposed Interim Regulations and Rates

Basis and purpose. Notice is hereby given that pursuant to the authority vested in the Secretary of the Interior by R.S. section 161, as amended (5 U.S.C. (1958 ed.) sec. 22), section 5 of the Act of June 7, 1924 (43 Stat. 475, 476), and the Act of March 7, 1928 (45 Stat. 200, 210–211), it is proposed to amend 25 CFR Part 233 as set forth below. The primary purpose of this amendment is to provide additional power revenue to meet the increased cost of operating and maintaining the power system of the San Carlos Indian Irrigation Project, Arizona. It is proposed to accomplish this by (1) increasing the power rates for domestic customers under Rate Schedule No. 1—Combination Rate; (2) adjusting the existing rates under Rate Schedule No. 2—General Rate; (3) increasing the rates for power for pumping under Rate Schedule No. 3—Irrigation and Commercial Pumping Rate; and (4) adding a new section to provide a rate for street and area lighting under a rate schedule designated Rate Schedule No. 4—Street and Area Lighting Rate.

It is the policy of the Department of the Interior, whenever practicable, to afford the public an opportunity to participate in the rule making process. Accordingly, interested persons may submit written comments, suggestions, or objections with respect to the proposed amendment to the Bureau of Indian Affairs, Washington, D.C., 20240, within thirty days of the date of publication of this notice in the FEDERAL REGISTER.

Sections 233.51, 233.52 and 233.53 are amended to read as follows:

§ 233.51 Rate Schedule No. 1—Combination Rate.

(a) *Application of schedule.* This schedule is applicable to either single phase or three phase service for all purposes. It is especially suitable for residences, farms, stores, commercial uses and installations with similar load characteristics having normal load factors and maximum demands of less than 50 kilowatts. Unless specifically permitted by the contract, use must be limited to the consumer's own premises and power supplied must not be resold. If more than one meter is required by the customer's installation or for the customer's convenience, bills will independently be calculated for each meter.

(b) *Monthly rate.* (1) 4 cents per kilowatt hour for the first 50 kilowatt hours.

(2) 3 cents per kilowatt hour for the next 150 kilowatt hours.

(3) 2 cents per kilowatt hour for the next 200 kilowatt hours.

(4) 1.5 cents per kilowatt hour for the next 100 kilowatt hours.

(5) 1.5 cents per kilowatt hour for the next 40 kilowatt hours per kilowatt of demand over 10 kilowatts.

(6) 1.15 cents per kilowatt hour for all additional kilowatt hours.

(c) *Minimum bill.* The minimum bill shall be $2.00 per month except when a higher minimum bill is stipulated in the contracts.

(d) *Determination of demand.* The demand shall be average kilowatts supplied during the 15-minute period of maximum use during the month, as determined by project metering.

§ 233.52 Rate Schedule No. 2—General Rate.

(a) *Application of schedule.* This schedule is applicable to three phase electric service for all purposes. Unless specifically permitted by the contract, use must be limited to the customer's premises and the power supplied must not be resold. If more than one meter is required by the customer's installations, or for the customer's convenience, bills will be independently calculated for each meter.

(b) *Monthly rate.* (1) 2.4 cents per kilowatt hour for the first 25 kilowatt hours per kilowatt of billing demand.

(2) 1.6 cents per kilowatt hour for the next 50 kilowatt hours per kilowatt of billing demand.

(3) 1.2 cents per kilowatt hour for all additional kilowatt hours.

(c) *Discounts.* The following discounts will be applied in accordance with the contract demand as defined below. Discounts do not apply to the minimum charge.

	Percent
Less than 25 kw of contract demand	0
25 kw and more but less than 37 kw of contract demand	10
37 kw and more but less than 51 kw of contract demand	11
51 kw and more but less than 70 kw of contract demand	12
70 kw and more but less than 96 kw of contract demand	13
96 kw and more but less than 130 kw of contract demand	14
130 kw and more but less than 170 kw of contract demand	15
170 kw and more but less than 215 kw of contract demand	16
215 kw and more but less than 270 kw of contract demand	17
270 kw and more but less than 340 kw of contract demand	18
340 kw and more but less than 410 kw of contract demand	19
410 kw and more but less than 500 kw of contract demand	20
500 kw and more but less than 600 kw of contract demand	21
600 kw and more but less than 720 kw of contract demand	22
720 kw and more but less than 860 kw of contract demand	23
860 kw and more but less than 1,000 kw of contract demand	24
1,000 kw and more of contract demand	25

(d) *Minimum bill.* The minimum bill shall be 50 cents per month per kilowatt of billing demand and no discount shall apply to this minimum.

(e) *Contract demand.* Each contract shall state the number of kilowatts which the customer expects to require and desires to have reserved for his service. this quantity is called the contract demand. The stated quantity need not be the same for all months of the year, but the contract demand shall not be less than 20 kilowatts in any month for which a demand is stipulated.

(f) *Actual demand.* The actual demand for any month shall be the average amount of power used during the period of 15 consecutive minutes when such average is the greatest for the month as determined by suitable meters, or, if meters are unavailable, the actual demand shall be connected load or such portion of the connected load as the Project Engineer may determine to be appropriate based on available information as to the customer's use of connected lights, appliances, and equipment, or from check metering.

(g) *Billing demand.* The billing demand for a month shall be the contract demand or the actual demand for the month, whichever is greater.

§ 233.53 Rate Schedule No. 3—Irrigation and Commercial Pumping Rate.

(a) Application of schedule: This schedule is applicable to three phase electric service for irrigation or commercial pumping loads of 25 kilowatts demand or more. The necessary metering equipment will be supplied and maintained by the project for all installations. Each service will be at one point of delivery and measured through one meter. This schedule is not applicable to temporary, breakdown, standby, supplementary, nor resale service.

(b) Monthly rate, either of the following:

(1) The sum of demand and energy charges as follows where project furnishes and maintains substation facilities:

(i) Demand charges of 50 cents per kilowatt of billing demand, and

(ii) Energy charges of 6.5 mills per kilowatt hour for the first 200 kilowatt hours per kilowatt of billing demand, and

(iii) Energy charges of 9 mills per kilowatt hour for all additional kilowatt hours, or

(2) The sum of demand and energy charges as follows where the customer furnishes and maintains substation facilities:

(i) Demand charges of 50 cents per kilowatt of billing demand, and

(ii) Energy charges of 6.5 mills per kilowatt hour for first 200 kilowatt hours per kilowatt of billing demand, and

(iii) Energy charges of 8½ mills per kilowatt hour for all additional kilowatt hours.

(c) Minimum bill: The minimum bill shall be 50 cents per month per kilowatt of billing demand.

(d) Billing demand: The billing demand for a month shall be the contract demand or the actual demand for that month, whichever is the greater.

(e) Contract demand: Each customer shall state the number of kilowatts which the customer expects to require and desires to reserve for his service. This quantity is called the contract demand. The contract demand shall apply for not less than eight (8) months of the year. During the remainder of the year the customer may elect to reduce his contract demand to not less than 25 kilowatts on this schedule, arrange for power under another rate schedule, or disconnect his facilities.

(f) Actual demand: The actual demand for any month shall be the average amount of power used during the period of 15 consecutive minutes when such average is the greatest for the month as determined by suitable meters, or, if meters are unavailable or inoperable, the actual demand shall be the connected load or such portion of the connected load as the Project Engineer may determine to be appropriate based on available information as to the customer's use of connected load or from check metering.

(g) Substation facilities: Substation facilities shall be considered to include high voltage safety and isolating equipment, transformers, and substation structures. Normal utilization voltages shall be 240 volts, 480 volts, 2,400 volts or such primary distribution voltages as may be available. Measurement of power and energy used will be at secondary voltages.

A new section is added to Part 233 to read as follows:

§ 233.54 Rate Schedule No. 4—Street and Area Lighting.

(a) *Availability.* Street and area lighting service is available in cities, towns, and unincorporated communities in which the project does a general retail business and where the project has installed a multiple or series street lighting system of adequate capacity for the service to be rendered.

(b) *Application.* This rate schedule applies to service for lighting public streets, alleys, thoroughfares, public parks, school yards, and playgrounds by the use of project's standard facilities where such service for the whole area is contracted for under this rate schedule by the city, town, or a responsible person for unincorporated communities; and in yards, parking lots and alleys where such service for the area is contracted for under this rate schedule by individuals. Service is from dusk-to-dawn and project will own, operate, and maintain the lighting system including lamps and globe replacements.

(c) *Monthly rate.* (1) Lamps:

	Per lamp
2,500 lumens, incandescent	$0.80
4,000 lumens, incandescent	1.00
6,000 lumens, incandescent	1.30
10,000 lumens, incandescent	2.15
15,000 lumens, incandescent	2.50
15,000 lumens, or less, mercury vapor	1.90
20,000 lumens, mercury vapor	2.30
10,000 lumens, sodium vapor	1.95

(2) Standards (see "Special Provisions"):

Investment cost provided by:	*Project*	*Others*
Type A	$4.35	$1.65
Type B	3.15	1.35
Type C	1.80	.95
Type D	1.25	.80
Type E	1.65	.80
Type F	1.05	.60
Type G	4.65	2.10
Type H	4.00	1.85
Type I	2.80	1.40
Type J	2.30	1.30
Type K	3.10	1.50
Type L	2.75	1.25

(3) Underground Circuits:

	Project	*Others*
Per foot of cable installed under paving	$0.05	$0.00
Per foot of cable not installed under paving	.03	.00

(4) Minimum $1.40 per lamp.

(d) *Adjustment.* Monthly billing rate for lamps is based on the estimated average monthly kilowatt hour usage as billed under Rate Schedule No. 1, Combination Rate, § 233.51, Interim Regulations and Rates, San Carlos Irrigation Project, Part 233, Title 25, Code of Federal Regulations. Revisions or changes in the above Rate Schedule No. 1 will be reflected by corresponding changes in the lamp rates.

(e) *Special provisions.*

(1) The project's standard street lighting standards are as follows:

Type A: Enclosed grass luminaire with 8-foot or less up-sweep brackets mounted on 35-foot anchor base monotube or fluted steel pole.

Type B: Enclosed glass luminaire with 8-foot or less up-sweep bracket mounted on 35-foot embedded base metal pole (steel pipe or tubular steel at project's option).

Type C: Enclosed glass luminaire with 14-foot or less bracket mounted on wood pole carrying only street lighting equipment.

Type D: Enclosed glass luminaire with 14-foot or less bracket mounted on wood pole carrying only street lighting equipment. type pole paid for under another standard charge.

Type E: Open type units with 4-foot bracket mounted on wood pole carrying only street lighting equipment.

Type F: Open type unit with 4-foot bracket mounted on wood pole carrying distribution circuits.

Type G: Mercury vapor luminaire with 8-foot or less up-sweep bracket on 35-foot or 40-foot anchor base monotube or fluted steel pole.

Type H: Mercury vapor luminaire with 8-foot or less up-sweep bracket mounted on 35-foot or 40-foot embedded base metal pole (steel pipe or tubular steel at project's option).

Type I: Mercury vapor luminaire with 14-foot or less bracket mounted on wood pole carrying only street lighting equipment.

Type J: Mercury vapor luminaire with 14-foot or less bracket mounted on wood pole. carrying distribution circuits, or on other type pole paid for under another standard charge.

Type K: Sodium vapor luminaire with 14-foot or less bracket mounted on wood pole.

Type L: (Park lighting) Enclosed glass luminaire with 4-foot up-sweep bracket mounted on 23-foot steel pipe pole, or similar type, subject to approval by project.

(2) Presently installed units which do not conform to the above types will be billed in accordance with the type which is most nearly like such units.

(3) The project will use diligence in maintaining service. Monthly bills will not be reduced on account of lamp outages.

(4) If the customer elects to be billed under the column headed "Investment Cost Provided by—Others" in Rate B & C, it must install the system at its own expense in accordance with the project's specifications, or make a nonrefundable advance to cover the project's cost of installing the system. The project will maintain and operate the system.

(5) The project shall not be required to extend its street lighting more than 300 feet for each lighting installation.

JOHN A. CARVER, Jr.,
Assistant Secretary of the Interior.

MARCH 19, 1964.

[F.R. Doc. 64-2823; Filed, Mar. 24, 1964; 8:46 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 910]

[Docket No. AO 144-A11]

LEMONS GROWN IN CALIFORNIA AND ARIZONA

Handling; Notice of Hearing With Respect to Proposed Further Amendment of the Marketing Agreement and Order

Pursuant to the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674), and in accordance with the applicable rules of practice and procedure governing proceedings to formulate marketing agreements and marketing orders, as amended (7 CFR Part 900), notice is hereby given of a public hearing to be held in Room 810, Federal Building, 312 North Spring Street, Los Angeles, California, at 9:30 a.m., P.s.t., April 9, 1964, with respect to proposed amendments to the marketing agreement, as amended, and Order No. 910, as amended (7 CFR Part 910), regulating the handling of lemons grown in California and Arizona. The proposed amendments have not received the approval of the Secretary of Agriculture.

The public hearing is for the purpose of receiving evidence with respect to the economic and marketing conditions relating to the proposed amendments, which are hereinafter set forth, and appropriate modifications thereof.

The following amendments were proposed by the Lemon Administrative Committee, the administrative agency established pursuant to the marketing agreement and order:

1. In § 910.12, delete the figure "20" and substitute, in lieu thereof, the figure "16."

2. Delete from the second sentence of § 910.57 the words "next week in which the handling of lemons is regulated under this subpart" and substitute, in lieu thereof, the words "next succeeding week."

3. Delete the proviso in § 910.61a and substitute, in lieu thereof, the following: *Provided, however*, That early availability allotments issued to any handler shall not permit the handling, prior to general maturity being declared in District 3, of a larger share of the lemons available for current shipment of such handler than the share of lemons available for current shipment in District 3 estimated at the beginning of the season to be allotted to all handlers.

Coastal Citrus Sales, Ventura, California, has proposed the following amendments:

4. Amend paragraphs (c) and (d) of § 910.22 to read as follows:

(c) All cooperative marketing organizations which market lemons and which are not qualified under paragraph (b) of this section, or the growers affiliated therewith, shall nominate one grower member, one alternate grower member, one handler member, and one alternate handler member;

(d) All growers who are not affiliated with a cooperative marketing association which markets lemons shall nominate two grower members, two alternate grower members, two handler members, and two alternate handler members. At least one of the nominees for member or alternate member shall be a grower in District 3 and not more than one nominee each for grower member, grower alternate member, handler member, and handler alternate member may be a producer of lemons or be affiliated with a handler of lemons which are marketed by the same marketing organization.

5. Delete the third and fourth sentences of § 910.23 and substitute, therefor, the following: "From the nominations made pursuant to § 910.22(c) or from other qualified growers and handlers, the Secretary shall select one grower member of the committee and an alternate to such grower member, and one handler member and an alternate to such handler member. From the nominations made pursuant to § 910.22 (d) or from other qualified growers and handlers, the Secretary shall select two grower members of the committee and an alternate to each such grower member, and two handler members of the committee and an alternate to each such handler member."

Sunkist Growers, Box 2706, Terminal Annex, Los Angeles, California, has proposed the following amendments:

6. Amend the provisions of § 910.21 *Term of office* to read as follows:

§ 910.21 **Term of office.**

The term of office of committee members and alternate members shall be a period of two years beginning on August 1 of each even numbered year. Members and alternates shall serve in such capacities for the portion of the term of office for which they are selected and qualify and until their respective successors are selected and have qualified.

7. Make such other changes in the marketing agreement and order as may be necessary to make the entire marketing agreement and order conform to any amendments which may result from the hearing.

Colonel N. J. Riebe, P.O. Box 1811, 2372 4th Avenue, Yuma, Arizona, has proposed the following amendments:

8. Delete the provision of § 910.12 and substitute, in lieu thereof, the following:

§ 910.12 **Lemons available for current shipment.**

"Lemons available for current shipment" means (a) with respect to Districts 1 and 3, all lemons as measured by the tree crop, and (b) with respect to District 2, the total quantity of lemons which has been delivered to the handler in such district during the preceding 20-week period, provided that any and all such lemons shall be of merchantable quality and be reasonably capable of maintaining such quality during the transportation and marketing process.

9. Delete the first sentence of § 910.28 (a) and substitute, in lieu thereof, the following:

(a) Seven members of the committee shall constitute a quorum and any action of the committee shall require a majority of concurring votes.

10. Delete paragraph (b) of § 910.50 and substitute, in lieu thereof, the following:

(b) The estimated utilization of the crop, showing the quantity and percentage of the crop that will be marketed in domestic, export and by-product channels, together with quantities otherwise to be disposed of, which estimate shall show the comparison of quantities and percentages estimated for all the districts;

11. Delete paragraph (d) of § 910.50 and substitute, in lieu thereof, the following:

(d) Level and trend of consumer income and level and trend of grower return;

12. Delete § 910.51(a) and substitute, in lieu thereof, the following:

(a) It shall be the duty of the committee to investigate the supply and demand conditions, and the current marketing, handling, and production costs for lemons and the relation of each to the parity price level. Whenever the committee finds that an imbalance exists in either grower return or orderly and proper marketing conditions, or finds that such is likely to occur or that other conditions make it advisable to regulate, pursuant to § 910.52, the handling of lemons, during any week of the fiscal year, it shall recommend to the Secretary the quantity of merchantable quality of lemons which it deems advisable to be handled during such week in each district as defined in § 910.64. Thereafter, the committee shall promptly report such findings and recommendations, together with supporting information, to the Secretary.

13. Delete § 910.51(b) and substitute, in lieu thereof, the following:

(b) In making such recommendations, the committee shall give due consideration to the following factors: (1) Quantity of lemons in storage; (2) current and prospective crop; (3) lemons on hand in and en route to the principal markets; (4) the relative amount of lemons, in terms of the percentage of available fresh fruit, to be shipped from each district, into the domestic market; (5) trend in consumer income; (6) trend and current condition of grower return; (7) present and predicted weather conditions; (8) present and prospective prices of lemons; and (9) other relevant factors.

14. Revise the provisions of § 910.51 (c) as follows: Wherever the word "quantity" appears it shall be followed by the words "and quality," as may be appropriate.

15. Revise the provisions of § 910.52 by adding after the word "quantity" in lines 5, 9 and 11, the words "and/or quality."

16. Delete § 910.56 and substitute, in lieu thereof, the following:

§ 910.56 **Allotments.**

Whenever the Secretary has fixed the quantity of merchantable quality lemons which may be handled during any week in a district, based upon a reasonably equitable overall percentage of fresh fruit to be allotted to each district, the committee shall calculate the quantity of merchantable quality lemons which each handler may handle during such week. The said quantity shall be the allotment of each such handler and shall be in an amount equal to the product of the handler's prorate base and the quantity of lemons fixed by the Secretary as the quantity which may be handled during such week in such district. The committee shall give adequate notice to each handler of the allotment computed for him pursuant to this section.

17. Delete the first sentence of § 910.61 a and substitute, in lieu thereof, the following: "Notwithstanding the provisions of § 910.56 the committee shall, prior to the time marketable lemons are available on a majority of the bearing trees in District 3, issue special allotments, upon request, to handlers in such district who have, under this definition, lemons available for handling."

18. Revise the headnote of § 910.65 to read:

§ 910.65 **Recommendation for size and grade regulation.**

19. Revise the headnote of § 910.66 to read:

§ 910.66 **Issuance of size and grade regulations.**

20. Revise the headnote of § 910.67 to read:

§ 910.67 **Exemptions from size and grade regulations.**

21. Revise the provisions of §§ 910.65 and 910.66 as follows: Wherever the word size or sizes appears in §§ 910.65 or 910.66 such shall be followed by the words

"and/or grade" or "and/or grades" as may be appropriate.

22. Insert a new section, § 910.68, entitled "Inspection and Certification" to read as follows:

§ 910.68 Inspection and certification.

(a) During any period in which the Secretary has regulated the handling of lemons pursuant to § 910.52 and under the definition of § 910.12, each handler shall, prior to the handling of any such lemons, cause such fruit to be inspected by an authorized representative of the federal or federal-state Inspection Service. Promptly thereafter, such handler shall submit to the Administrative Committee a copy of the inspection certificate issued thereon. The provisions of this section shall not be applicable to a handler who handles any lemons which have been so inspected and a copy of such inspection certificate has been submitted to the Administrative Committee;

(b) The Administrative Committee may enter into an agreement with the federal and federal-state Inspection Services with respect to the costs of the inspection required by paragraph (a) of this section, and may collect from handlers their respective pro rata shares of such costs.

23. Revise §§ 910.52, 910.56, 910.57, 910.58 and others that may be in conflict by adding the words "and/or quality" after the word "quantity" wherever same appears therein, as may be appropriate.

Dated: March 19, 1964.

CLARENCE H. GIRARD,
Deputy Administrator,
Regulatory Programs.

[F.R. Doc. 64-2845; Filed, Mar. 24, 1964; 8:49 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 1]

[Docket No. 13961; FCC 64-226]

STATEMENT OF PROGRAM SERVICE; BROADCAST APPLICATION FORMS

Order Relating to Oral Proceedings

At a session of the Commission at its offices in Washington, D.C., on the 18th day of March 1964;

The Commission having before it for consideration: (1) Its second notice of further proposed rule making (FCC 63-1163), issued herein on December 20, 1963; and (2) the Order issued herein on February 13, 1964 (FCC 64-123), postponing until April 16, 1964 the date for en banc oral proceedings or the filing of written statements concerning the proposed new TV program form (notices of appearances at such oral proceeding to be filed by March 26, 1964);

It appearing, that since early February a joint committee composed of members of the Commission staff, broadcasters and members of the communications bar have been working to see if a television form somewhat simpler than that proposed can be evolved, which will get the needed information with less burden on applicants; and

It further appearing, that this joint committee's work is nearing completion, and there is indication that some of its work may warrant inclusion in the subject proceeding, but that the Commission will not have had time by April 16 to review the committee's efforts and if appropriate give opportunity for public comment with respect thereto; and that therefore the date for oral argument and written statements should be postponed;

In view of the foregoing, *It is ordered,* That the en banc proceeding relating to the proposed television program form (previously scheduled for April 16, 1964), is postponed, until May 18, 1964; and

It is further ordered, That parties intending to appear before the Commission shall notify the Secretary of the Commission in writing on or before May 1, 1964, indicating the approximate amount of time they wish to use; and

It is further ordered, That parties not participating in the oral proceeding may submit statements on or before May 18, 1964, in the form of a written statement (submit an original and 14 copies of such statement).

Released: March 20, 1964.

FEDERAL COMMUNICATIONS COMMISSION,[1]
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-2859; Filed, Mar. 24, 1964; 8:51 a.m.]

[1] Commissioner Bartley absent.

FEDERAL AVIATION AGENCY

[14 CFR Part 507]

[Reg Docket No. 4066]

AIRWORTHINESS DIRECTIVES

de Havilland Model DHC-2 "Beaver" Aircraft

The Federal Aviation Agency has under consideration a proposal to amend Part 507 of the regulations of the Administrator to include an airworthiness directive for de Havilland Model DHC-2 "Beaver" aircraft. Several instances of failure of the elevator trim tab end blocks have occurred. Failure of these end blocks in the elevator trim tabs can cause fouling of the blocks on the elevator structure and restriction of elevator movement. In order to correct this condition, this AD requires inspection of the elevator trim tab end blocks and replacement of any found defective.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before April 27, 1964, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments will be available, both before and after the closing date for comments in the Rules Docket for examination by interested persons.

This amendment is proposed under the authority of sections 313(a), 601 and 603 of the Federal Aviation Act of 1958 (72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423).

In consideration of the foregoing, it is proposed to amend § 507.10(a) of Part 507 (14 CFR Part 507), by adding the following airworthiness directive:

DE HAVILLAND. Applies to all Model DHC-2 Series aircraft.

Compliance required as indicated.

As a result of failure of the elevator trim tab end blocks, C2TE49ND and C2TE50ND, which could lead to restriction of elevator movement, accomplish the following:

(a) Within 50 hours' time in service after the effective date of this AD, unless already accomplished within the last 450 hours' time in service, and thereafter within 500 hours' time in service from the last inspection, visually inspect all four red fibre end blocks in elevator trim tabs, C2TE43A and C2TE44A, for indications of delamination, warping, and cracks, especially around the rivet holes.

(b) Replace any defective part with a new part of the same part number, or an FAA-approved equivalent, before further flight, except that one flight may be made in accordance with the provisions of CAR 1.76 for the purpose of obtaining these repairs.

(de Havilland Engineering Bulletin Series "B" No. 30, dated October 15, 1963, available from de Havilland Aircraft of Canada, Ltd., Toronto, Canada, covers this same subject.)

Issued in Washington, D.C., on March 18, 1964.

EDWARD C. HODSON,
Acting Director,
Flight Standards Service.

[F.R. Doc. 64-2809; Filed, Mar. 24, 1964; 8:45 a.m.]

Notices

DEPARTMENT OF JUSTICE

Immigration and Naturalization Service

STATEMENT OF ORGANIZATION

Field Service; Port Lavaca-Port Comfort, Texas

Effective upon publication in the FEDERAL REGISTER, the following amendment to the Statement of Organization of the Immigration and Naturalization Service (19 F.R. 8071, December 8, 1954), as amended, is prescribed:

District No. 36—Port Isabel, Tex., of subparagraph (2) *Ports of entry for aliens arriving by vessel or by land transportation* of paragraph (c) *Suboffices* of sec. 1.51 *Field Service*, is amended by adding in alphabetical sequence the following port of entry: "Port Lavaca-Port Comfort, Tex."

Dated: March 19, 1964.

RAYMOND F. FARRELL,
Commissioner of Immigration and Naturalization.

[F.R. Doc. 64-2849; Filed, Mar. 24, 1964; 8:50 a.m.]

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

DEPREDATING GOLDEN EAGLES

Order Permitting Taking to Seasonally Protect Domestic Livestock in Certain New Mexico Counties; Amendment

The change set forth below should be made in Federal Register Document 64-1067, appearing on page 1702 of the issue for February 4, 1964.

The introductory paragraph of the depredation order is amended to read as follows, with the numbered subparagraphs remaining unchanged:

Pursuant to authority in section 2 of the Act of June 8, 1940 (54 Stat. 250; 16 U.S.C. 668), as amended, and in accordance with regulations under Part 11, Title 50, Code of Federal Regulations, the Secretary of the Interior has authorized the taking of golden eagles without a permit to seasonally protect domesticated livestock during the period from February 1, 1964 through June 15, 1964, in New Mexico, subject to the following conditions:

March 18, 1964.

DANIEL H. JANZEN,
Director, Bureau of Sport Fisheries and Wildlife.

[F.R. Doc. 64-2821; Filed, Mar. 24, 1964; 8:46 a.m.]

REGIONAL DIRECTORS AND FIELD PERSONNEL

Delegations of Authority

Chapter 4, Part 4, of the Administrative Manual of the Bureau of Sport Fisheries and Wildlife is amended to: (1) Delegate authority in section 4.9G(2) to district game management agents in charge to issue permits to kill migratory birds that are injuring crops or other property; (2) Delegate authority to the Regional Director, Region 1, to exercise the authority of the Secretary in 50 CFR 16.23(b); (3) List in a new section 4.9I, the specific federal fish and game laws that U.S. game management agents, U.S. deputy game wardens, refuge management agents, and wildlife management agents are authorized to enforce; and (4) Delegate additional authority to the designated employees in section 4.9G(3) to issue and revoke permits governing the taking, possessing, and transporting of golden eagles, pursuant to the October 4, 1962 amendment to the Bald Eagle Act.

1. Section 4 AM 4.9 is amended to read as follows:

4.9 *Wildlife Matters.* * * *

G. *Migratory bird and eagle permits*—(1) *Acquisition and possession of migratory birds*—(a) *Regional offices.* Regional directors and chiefs, regional divisions of wildlife, may issue permits within their respective regions pursuant to 50 CFR 16.1-16.13 for the following purposes.

(1) The taking, sale, purchase or other acquisition, and possession of migratory birds and their eggs for propagating purposes.

(2) The taking, sale, purchase or other acquisition, and possession of migratory birds, or parts, nests, or eggs thereof for scientific and other limited purposes.

(3) The disposition and transportation of such birds, or parts, nests, or eggs and their increase.

(4) The mounting or other preparation by a taxidermist of such birds, or parts, nests, or eggs, thereof.

(b) *Washington Office.* The Assistant Director—Wildlife and the Chief, Division of Management and Enforcement may exercise all of the authority set forth in sec. (a), above, and in addition may issue permits for the importation and exportation into or out of the United States of migratory birds, or parts, nests, or eggs, thereof.

(2) *Killing of migratory birds.* The Assistant Director—Wildlife, regional directors, chiefs, regional divisions of wildlife, and district game management agents in charge may issue permits pursuant to 50 CFR 16.21 to kill, frighten, or otherwise herd migratory birds injuring crops or other property. Game management agents may issue permits to frighten or otherwise herd (but not to kill) migratory birds injuring crops or other property.

The Regional Director, Region 1, may exercise the authority of the Secretary in 50 CFR 16.23(b), to request reports from any Commissioner of Agriculture in the State of California.

(3) *Killing or capturing bald eagles and golden eagles.* The Assistant Director—Wildlife and regional directors and chiefs, regional divisions of wildlife, may exercise all of the authority of the Secretary contained in 50 CFR, Part 11, and relating to the issuance and revocation of permits governing the taking, possession, and transportation of bald eagles and golden eagles or their nests, and eggs.

H. *Evidence of violations of laws.* The Chief, and the Assistant Chief, Division of Management and Enforcement, may authorize and approve payments in aggregate total not exceeding the statutory limitations for information or evidence concerning violations of laws administered by the Bureau.

I. *Enforcement authority of certain Bureau employees.* U.S. game management agents, U.S. deputy game wardens, refuge management agents, and wildlife management agents are authorized to:

(1) Enforce any or all of the following Federal fish and game laws, and any regulation in 50 CFR of the Secretary of the Interior issued pursuant to these laws, including the authority to require and receive information concerning violations of such laws and regulations:

(a) Migratory Bird Treaty Act of 1918, as amended (40 Stat. 755, 16 U.S.C. 703-711).

(b) Migratory Bird Hunting Stamp Act of 1934, as amended (48 Stat. 451, 16 U.S.C. 718-718h).

(c) Migratory Bird Conservation Act of 1929, as amended (45 Stat. 1222, 16 U.S.C. 715-715r).

(d) Lacey Act of 1900, as amended (31 Stat. 187, 18 U.S.C. 41-44, 3054, 3112).

(e) Bald Eagle Act of 1940, as amended (54 Stat. 250, 16 U.S.C. 668-668d).

(f) Black Bass Act of 1926, as amended (44 Stat. 576, 16 U.S.C. 851-856).

(g) Upper Mississippi River Wildlife and Fish Refuge Act of 1924, as amended (43 Stat. 650, 16 U.S.C. 721-731).

(h) Bear River Migratory Bird Refuge Act of 1928 (45 Stat. 448, 16 U.S.C. 690-690h).

(2) Administer to or take from any person an oath, affirmation, or affidavit for use in prosecutions and proceedings under any of the fish and wildlife laws in (1), above, and any regulation in 50 CFR issued by authority of these laws, pursuant to the authority of the act of January 31, 1925, as amended (43 Stat. 803; 5 U.S.C. 521, 522).

DANIEL H. JANZEN,
Director.

MARCH 17, 1964.

[F.R. Doc. 64-2822; Filed, Mar. 24, 1964; 8:46 a.m.]

Bureau of Land Management

[BLM 077860; Survey Group No. 47]

LOUISIANA

Notice of Filing of Plat of Dependent Resurvey and Accretion Survey

MARCH 19, 1964.

The plat of dependent resurvey and accretion survey, accepted February 7, 1964, embracing the newly surveyed lands described below will be officially filed in this office on April 27, 1964.

LOUISIANA MERIDIAN, LOUISIANA

T. 14 S., R. 11 E.,
Sec. 26, lot 8, containing 24.27 acres; lot 9, containing 30.37 acres; lot 10, containing 8.95 acres.

The area described contains 63.59 acres.

The surveys reported herein were undertaken to meet needs pertinent to the administration of the public lands within secs. 26 and 35. The plat represents the dependent resurveys of sec. 35 and so much of sec. 26 situated south and west of Little Bayou Chene and Duck Lake; the survey of accreted lands within sec. 26 on the west side of Duck Lake not included in any previous survey, and the re-meander of the westerly bank of Duck Lake in sec. 35. In the original survey, Duck Lake and the connecting bayous entering the lake had not been meandered and segregated from the areas of secs. 26 and 35.

The general elevation of the accreted area in sec. 26 is from one half to one foot above the ordinary high water elevation of Duck Lake. The timber growth consists of a dense coverage of cypress, gum, and willow, up to 24 inches in diameter, some of which is more than 40 years of age. The undergrowth is of young trees, arrow weed, bull-tongue and alligator grass.

The lands above described are open to application, location, selection, and petition under the public land laws, subject to valid existing rights, the provisions of existing withdrawals and requirements of applicable laws, rules and regulations. The lands will not be subject to occupancy or disposition until they have been classified.

All inquiries relating to the lands should be directed to the Manager, Land Office, Division of Field Services, Bureau of Land Management, Washington, D.C., 20240.

DORIS A. KOIVULA,
Manager, Land Office.

[F.R. Doc. 64-2824; Filed, Mar. 24, 1964; 8:46 a.m.]

ALASKA

Notice of Proposed Withdrawal and Reservation of Lands

MARCH 16, 1964.

The Bureau of Indian Affairs, Department of the Interior, has filed an application, Fairbanks, 031945, for the withdrawal of the lands described below, from all forms of appropriation under the public land laws, including the mining laws, mineral leasing laws, grazing laws, and disposal of material under the Materials Act of 1947 as amended.

The applicant desires the land for establishing a school reserve under the Act of May 31, 1938 (52 Stat. 593; 48 U.S.C. 353(a)).

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, Fairbanks Land Office, P.O. Box 1150, Fairbanks, Alaska.

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

He will also prepare a report for consideration by the Secretary of the Interior who will determine whether or not the lands will be withdrawn as requested by the Bureau of Indian Affairs.

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

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

The lands involved in the application are:

Lot 1 of U.S. Survey 4011, located at Pilot Station, Alaska.

The areas described aggregate approximately 2.38 acres.

DANIEL A. JONES,
Manager.

[F.R. Doc. 64-2825; Filed, Mar. 24, 1964; 8:46 a.m.]

[Classification No. 124]

ALASKA

Small Tract Classification, Opening Order, and Public Sale Number 23-ALD

March 17, 1964.

1. Pursuant to the authority redelegated to me by Bureau Order 684, dated August 28, 1961 (26 F.R. 6215), as amended by the Alaska State Director in section 2, Delegation of Authority (28 F.R. 294) dated January 9, 1963, I hereby classify and open the lands listed below and offer them for public sale under the Small Tract Act of June 1, 1938 (52 Stat. 609; 43 U.S.C. 682a) as amended.

2. All of the tracts involved are located in Sunrise, Alaska. The area known as Sunrise lies on the west bank of Six Mile Creek near the point where the creek flows into Turnagain Arm. It is approximately 30 air miles southeast of Anchorage, Alaska. Road access from Anchorage can be had by traveling approximately 80 miles over a highway network consisting of the paved Seward and Sterling Highways and the graveled Hope Highway. Eight of the tracts front on Six Mile Creek or on the tidal mud flat along the creek. One tract is crossed by the Hope Highway and the two remaining tracts lie near the Highway. Excepting the tract crossed by the highway, the tracts have no road access.

The Sunrise area is within the Chugach National Forest and is primarily a summer recreation area. Approximately 15 summer recreation cabins are located on lands in the area. Some commercial facilities are available at Hope, Alaska, approximately 10 miles west and at Portage, Alaska, approximately 30 miles southeast.

3. The following applicants, having filed prior applications are accorded a preference right as provided for by 43 CFR 257.5:

Name	Serial number	Land applied for
Roland H. Lane	A-050340	Lot 5, U.S. Survey 2789.
J. Robert Evanhoe	A-060328	Lot 1, U.S. Survey 2789.
Clayton R. Rasmussen.	A-060332	Lot 10, U.S. Survey 2789.
Eunice Pullar	A-060333	Lot 24, U.S. Survey 2789.
Jacqueline W. Moore	A-060334	Lot 23, U.S. Survey 2789.
Muriel M. Qwartney	A-060335	Lot 22, U.S. Survey 2789.
Byron R. Beard	A-060389	Filed on same tract as above.

These are identified on the following list by an asterisk. Any of the above tracts for which the priority right is not exercised will, upon expiration of the priority period, be offered to the public at the next sale session.

4. The tracts listed below will be offered for sale at a public auction to be held in the Anchorage Land Office on the third floor of the Cordova Building at 555 Cordova Street, Anchorage, Alaska, beginning at 11 a.m. on Friday, May 1, 1964. If all of the tracts are not sold on that day, the sale will be adjourned until 11 a.m. on Friday, May 8, 1964, when and thereafter it will be resumed in the Anchorage Land Office for another one hour period or until adjourned for resumption at 11 a.m. on succeeding Fridays for additional one hour periods until all tracts are sold or until the sale is otherwise terminated.

Bids may be made personally by an individual or his agent at the sale or by mail. Bids sent by mail will be considered at a sale session only if received at the Anchorage Land Office prior to 3 p.m. of the day *preceding* the particular sale session. At each sale session those tracts will be offered for which timely filed sealed bids have been received or for which nominations are made by oral bidders present at the sale. Late sealed bids will be held for consideration at succeeding scheduled sessions if the lands for which the bid was submitted remain unsold.

Sealed bids will be opened in the presence of the public during the progress of the sale. No sealed bid will be accepted if it is less than the appraised price listed for the tract. No oral bid will be accepted unless it is at least $10 greater than the highest sealed bid, or if there is none, it is less than the appraised price listed for the tract. Sealed bids must be in units of $10 unless otherwise specified at the sale.

5. Persons who have previously acquired a tract under the Small Tract Act are not qualified to purchase a tract at the sale unless they can make a showing satisfactory to the Bureau of Land Management that the acquisition of another tract is warranted under the circumstances.

In the event that the showing is not acceptable, the tract will again be offered for sale to the public at the next sale session after such determination is final.

6. Each bid sent by mail must clearly show (a) the name and post office address of the bidder, (b) Small Tract Public Sale No. 23-ALD, and (c) the legal description of the land for which the bid is made, described in accordance with the list below. Each bid must be accompanied by the full amount of the bid in the form of a certified or cashier's check, post office money order(s), or bank draft made payable to the Bureau of Land Management. Each bid must be enclosed in a separate envelope, but payment need accompany only the highest bid, providing all other bids designate the envelope containing the payment. Each envelope must carry on its reverse side the following information and nothing else: (a) "Small Tract Public Sale No. 23-ALD", (b) the legal description of the tract for which the bid is made, in accordance with the list below.

7. Each tract will be awarded to the highest qualified bidder. If the highest bid is oral, the bidder will be required to make payment for the tract at the close of bidding. A personal check will be acceptable for that purpose.

8. The individual tracts vary in size as shown below. Right-of-way easements for roads and public utilities will be reserved as shown below. All minerals in the lands will be reserved to the United States. Desirability of these tracts varies greatly with some being good throughout, while others contain wet, steep, inaccessible, or other undesirable characteristics. Prospective bidders are cautioned to carefully inspect the tract, if possible, or to fully acquaint themselves with its characteristics by inspection of maps or other sources of information before offering to buy. All sales are final.

9. Notice is hereby given to the right of the undersigned or his delegate to reappraise the tracts or to adjourn, postpone, or vacate this sale or continuances thereof in whole or in part at any time prior to, during, or after completion of any sale session where such action appears to be necessary to protect the government's interest in the land.

10. A qualified purchaser of each tract in this sale will, upon tendering full payment thereof, receive a receipt as evidence of the sale. Patent will be issued to the purchaser at a later date without any further compliance or action upon the purchaser's part. There are no building requirements upon these tracts.

11. Inquiries concerning these lands should be addressed to the Manager, Anchorage Land Office, Cordova Building, 555 Cordova Street, Anchorage, Alaska. Copies of the United States Survey plat involved are available for sale.

The following tracts are offered for sale at public auction as noted above.

Legal Description	Easements	Acreage	Appraised price
U.S. Survey 2789			
Lot 1[1]	33′ on South	1.36	$400.00
Lot 2	33′ on North and South.	1.30	350.00
Lot 3	33′ on North and South.	4.22	300.00
Lot 4	33′ on South	2.90	150.00
Lot 5[1]	33′ on South	2.07	250.00
Lot 10[1]	33′ on North	4.29	250.00
Lot 14	33′ on South	2.98	150.00
Lot 15	33′ on North	2.45	800.00
Lot 22[1]	33′ on South	5.00	450.00
Lot 23[1]	33′ on North	5.00	450.00
Lot 24[1]	33′ on North and South.	5.00	800.00
11 Lots		36.57	4,350.00

[1] Subject to valid prior application.

JAMES W. SCOTT,
District Manager, Anchorage.

[F.R. Doc. 64-2826; Filed, Mar. 24, 1964; 8:46 a.m.]

WASHINGTON

Notice of Filing of Washington State Protraction Diagram

Notice is hereby given that effective May 5, 1964, the following protraction diagram, approved February 3, 1964, is officially filed of record in the Washington Land Office. In accordance with Title 43, Code of Federal Regulations, this protraction will become the basic record for describing the land for all authorized purposes at and after 10 a.m. of the above effective date. Until this date and time, the diagram has been placed in the open files and is available to the public for information only.

WASHINGTON PROTRACTION DIAGRAM NO. 6

WILLAMETTE MERIDIAN

T. 39 N., R. 37 E.,
Secs. 1 and 2;
Sec. 11, N½, SE¼;
Sec. 12, N½, SW¼.

Copies of this diagram are for sale at the Washington State Land Office, Bureau of Land Management, Room 670 Bon Marche Building, Spokane, Washington, 99201.

DOUGLAS E. HENRIQUES,
Land Office Manager.

[F.R. Doc. 64-2827; Filed, Mar. 24, 1964; 8:47 a.m.]

WASHINGTON

Notice of Filing of Washington State Protraction Diagrams; (Unsurveyed Land)

Notice is hereby given that effective May 1, 1964, the following protraction diagram, approved January 9, 1964, is officially filed of record in the Washington Land Office. In accordance with Title 43, Code of Federal Regulations this protraction will become the basic record for describing the land for all authorized purposes at and after 10 a.m. of the above effective date. Until this date and time, the diagrams have been placed in the open files and are available to the public for information only.

WASHINGTON PROTRACTION DIAGRAM NO. 5

WILLAMETTE MERIDIAN

T. 37 N., R. 6 E.,
Secs. 1 and 2;
Sec. 3, E½;
Sec. 10, E½;
Secs. 11 to 14 inclusive;
Sec. 23, NE¼;
Sec. 24;
Sec. 25, N½.
T. 34 N., R. 7 E.,
Secs. 1, 2, and 3;
Sec. 10, E½;
Secs. 11 to 14 inclusive;
Sec. 15, E½.
T. 35 N., R. 7 E.,
Sec. 28, S½;
Sec. 33;
Sec. 34, W½.
T. 36 N., R. 7 E.,
Sec 1;
Sec. 3, excluding mineral survey;
Secs. 4 and 5.
T. 37 N., R. 7 E.
T. 38 N., R. 7 E.
T. 39 N., R. 7 E.,
Sec. 13;
Sec. 23, E½;
Secs. 24 and 25;
Sec. 26, E½;
Sec. 35, E½;
Sec. 36.
T. 34 N., R. 8 E.,
Secs. 6, 7, and 18.
T. 37 N., R. 8 E.
T. 38 N., R. 8 E.
T. 39 N., R. 8 E.,
Secs. 1 to 4 inclusive;
Secs 5 and 6 excluding mineral survey;
Secs. 7 to 36 inclusive.
T. 40 N., R. 8 E.,
Secs. 1 to 30 inclusive;
Secs. 31, 32, and 33 excluding mineral surveys;
Secs. 34 and 35.
T. 41 N., R. 8 E. (Part: International Boundary);
Sec. 31, SE¼;
Secs. 32 to 36, inclusive.
T. 37 N., R. 9 E.,
Secs. 1, 12, 13, 23, 24, 25, 26, and 36.
T. 38 N., R. 9 E.,
Secs. 1 to 4 inclusive;
Sec. 5, excluding mineral survey;
Secs. 6 to 19 inclusive;
Sec. 24, N½.
T. 39 N., R. 9 E.,
Secs. 1 to 31 inclusive;
Sec. 32 excluding mineral survey;
Secs. 33 to 36 inclusive.
T. 40 N., R. 9 E.,
Secs. 1 and 2;
Secs. 3 and 4 excluding mineral survey;
Secs. 5 to 9 inclusive;
Sec. 10 excluding mineral survey;
Secs. 11 to 14 inclusive;
Sec. 15 excluding mineral survey;
Secs. 16 to 21 inclusive;
Secs. 22 to 23 excluding mineral surveys;
Secs. 24 to 30 inclusive;
Secs. 32 to 36 inclusive.
T. 41 N., R. 9 E. (Part: International Boundary),
Secs. 31 to 33 inclusive;
Sec. 34 excluding mineral survey;
Secs. 35 and 36.

T. 34 N., R. 10 E.,
Secs. 11 to 13 inclusive;
Sec. 21, SE¼;
Sec. 22 to 27 inclusive;
Sec. 28, NE¼;
Secs. 34, 35, and 36.
T. 36 N., R. 10 E.
T. 37 N., R. 10 E.
T. 38 N., R. 10 E.
T. 39 N., R. 10 E.
T. 40 N., R. 10 E.
T. 41 N., R. 10 E. (Part: International Boundary),
Secs. 31 to 36 inclusive.
T. 29 N., R. 11 E.,
Sec. 1;
Secs. 2 and 3 excluding mineral surveys;
Secs. 4, 5, and 6;
Sec. 7 excluding mineral survey;
Secs. 8 to 12 inclusive;
Secs. 13 to 18 inclusive, excluding mineral surveys;
Secs. 19 and 20;
Secs. 21 to 24 inclusive, excluding mineral surveys;
Sec. 25;
Secs. 26 to 29 inclusive, excluding mineral surveys;
Sec. 30;
Secs. 31 to 33 inclusive, excluding mineral surveys;
Secs. 34 to 36 inclusive.
T. 34 N., R. 11 E.
T. 36 N., R. 11 E.,
Secs. 3 to 6 inclusive;
Sec. 7, W½;
Sec. 8, N½;
Sec. 9;
Sec. 10, N½, SW¼ excluding mineral surveys;
Sec. 11, SE¼;
Sec. 12, NE¼, S½;
Sec. 13;
Sec. 14 excluding mineral survey;
Sec. 16, N½;
Sec. 18;
Sec. 22, E½;
Secs. 23 to 27 inclusive;
Sec. 28, S½;
Sec. 32, E½;
Secs. 33 to 36 inclusive.
T. 37 N., R. 11 E.,
Secs. 1 to 24 inclusive;
Secs. 26 to 35 inclusive.
T. 38 N., R. 11 E.
T. 39 N., R. 11 E.
T. 40 N., R. 11 E.
T. 41 N., R. 11 E (Part: International Boundary),
Secs. 31 to 36 inclusive.
T. 28 N., R. 12 E.,
Secs. 1 to 17 inclusive;
Sec. 18, W½;
Secs. 20 to 28 inclusive;
Secs. 33 to 36 inclusive.
T. 29 N., R. 12 E.
T. 34 N., R. 12 E.
T. 35 N., R. 12 E.,
Sec. 1;
Secs. 2 and 3 excluding mineral survey;
Secs. 4 and 5;
Sec. 6, E½, NW¼;
Sec. 7, W½, SE¼;
Sec. 9;
Secs. 10 and 11 excluding mineral survey;
Secs. 12 to 15 inclusive;
Sec. 16, E½;
Sec. 17, W½;
Secs. 18 to 20 inclusive;
Secs. 22 to 27 inclusive;
Sec. 28, W½;
Secs. 29 to 36 inclusive.
T. 36 N., R. 12 E.
T. 37 N., R. 12 E.,
Secs. 1 to 19 inclusive;
Secs. 22 to 27 inclusive;
Secs. 35 and 36.
T. 38 N., R. 12 E.
T. 39 N., R. 12 E.
T. 40 N., R. 12 E.
T. 41 N., R. 12 E. (Part: International Boundary),
Secs. 31 to 36 inclusive.
T. 27 N., R. 13 E.,
Secs. 1 to 4 inclusive.
T. 28 N., R. 13 E.
T. 29 N., R. 13 E.,
Secs. 1 and 2;
Secs. 11 to 14 inclusive;
Secs. 23 to 26 inclusive;
Secs. 35 and 36.
T. 30 N., R. 13 E.,
Secs. 1 and 2;
Secs. 11 to 14 inclusive;
Secs. 23 to 26 inclusive;
Secs. 35 and 36.
T. 31 N., R. 13 E.,
Secs. 1, 12, 13, 24, 25, and 36.
T. 32 N., R. 13 E.,
Secs. 1, 12, 13, 24, 25, and 36.
T. 33 N., R. 13 E.
T. 34 N., R. 13 E.,
Secs. 1 and 2 excluding mineral survey;
Secs. 3 to 10 inclusive;
Sec. 11 excluding mineral survey;
Secs. 12 to 36 inclusive.
T. 35 N., R. 13 E.,
Secs. 1 to 12 inclusive;
Sec. 13 excluding mineral survey;
Secs. 14 to 23 inclusive;
Secs. 24, 25, 26, and 27 excluding mineral surveys;
Secs. 28 to 33 inclusive;
Secs. 34, 35, and 36 excluding mineral surveys.
T. 36 N., R. 13 E.
T. 37 N., R. 13 E.,
Sec. 1;
Secs. 2, 3, 4, and 5 excluding Diablo Lake;
Secs. 6 and 7;
Secs. 8, 9, 10, and 11 excluding Diablo Lake;
Secs. 12 to 14 inclusive;
Sec. 15 excluding Diablo Lake;
Secs. 16 to 21 inclusive;
Secs. 22 and 23 excluding Diablo Lake;
Secs. 24 to 36 inclusive.
T. 38 N., R. 13 E.,
Sec. 1 excluding Ross Lake;
Secs. 2 to 11 inclusive;
Secs. 12, 13, and 14 excluding Ross Lake;
Secs. 15 to 22 inclusive;
Secs. 23 to 24 excluding Ross Lake;
Secs. 25 to 34 inclusive;
Secs. 35 and 36 excluding Ross Lake.
T. 39 N., R. 13 E.,
Secs. 1 and 2 excluding Ross Lake;
Secs. 3 to 11 inclusive;
Secs. 12 and 13 excluding Ross Lake;
Secs. 14 to 24 inclusive;
Sec. 25 excluding Ross Lake;
Secs. 26 to 35 inclusive;
Sec. 36 excluding Ross Lake.
T. 40 N., R. 13 E.,
Sec. 1;
Secs. 2 and 3 excluding Ross Lake;
Secs. 4 to 9 inclusive;
Secs. 10 and 11 excluding Ross Lake;
Secs. 12 and 13;
Secs. 14 and 15 excluding Ross Lake;
Secs. 16 to 22 inclusive;
Secs. 23, 24, 25, and 26 excluding Ross Lake;
Secs. 27 to 34 inclusive;
Secs. 35 and 36 excluding Ross Lake.
T. 41 N., R. 13 E. (Part: International Boundary),
Secs. 31 to 33 inclusive;
Secs. 34 and 35 excluding Ross Lake;
Sec. 36.
T. 27 N., R. 14 E.,
Secs. 1, 2, 11, and 12.
T. 28 N., R. 14 E.,
Secs. 1 and 2;
Secs. 11 to 14 inclusive;
Secs. 23 to 26 inclusive;
Secs. 35 and 36.
T. 29 N., R. 14 E.
T. 30 N., R. 14 E.
T. 31 N., R. 14 E.
T. 32 N., R. 14 E.,
Secs. 7 to 36 inclusive.
T. 33 N., R. 14 E.
T. 34 N., R. 14 E.,
Secs. 1 to 5 inclusive;
Sec. 6 excluding mineral survey;
Secs. 7 to 36 inclusive.
T. 35 N., R. 14 E.,
Secs. 1 to 4 inclusive;
Secs. 5, 6, 7, 8, and 9 excluding mineral surveys;
Sec. 10;
Sec. 11 excluding mineral survey;
Secs. 12 and 13;
Secs. 14 to 21 inclusive, excluding mineral surveys;
Secs. 22 to 28 inclusive;
Secs. 29 to 32 inclusive, excluding mineral surveys;
Secs. 33 to 36 inclusive.
T. 36 N., R. 14 E.
T. 37 N., R. 14 E.,
Secs. 1 to 3 inclusive;
Secs. 4, 5, and 6 excluding Diablo Lake;
Secs. 7 and 8;
Sec. 9 excluding Diablo Lake;
Secs. 10 to 36 inclusive.
T. 38 N., R. 14 E.,
Secs. 1 to 5 inclusive;
Secs. 6 and 7 excluding Ross Lake;
Secs. 8 to 17 inclusive;
Secs. 18 and 19 excluding Ross Lake;
Secs. 20 to 29 inclusive;
Secs. 30 and 31 excluding Ross Lake;
Secs. 32 to 36 inclusive.
T. 39 N., R. 14 E.,
Secs. 1 to 5 inclusive;
Secs. 6 and 7 excluding Ross Lake;
Secs. 8 to 16 inclusive;
Secs. 17, 18, 19, and 20 excluding Ross Lake;
Secs. 21 to 28 inclusive;
Secs. 29, 30, and 31 excluding Ross Lake;
Secs. 32 to 36 inclusive.
T. 40 N., R. 14 E.,
T. 41 N., R. 14 E. (Part: International Boundary),
Secs. 31 to 36 inclusive.
T. 27 N., R. 15 E.,
Secs. 1 and 2;
Sec. 3 excluding mineral survey;
Secs. 4 to 9 inclusive;
Sec. 10 excluding mineral survey;
Secs. 11 to 18 inclusive.
T. 28 N., R. 15 E.,
Secs. 1 to 12 inclusive;
Sec. 13 excluding H.E.S. #170;
Secs. 14 to 23 inclusive;
Sec. 24 excluding H.E.S. #59;
Secs. 25 to 36 inclusive.
T. 29 N., R. 15 E.
T. 30 N., R. 15 E.
T. 31 N., R. 15 E.,
Secs. 1 to 9 inclusive;
Secs. 10 and 11 excluding mineral surveys;
Secs. 12, 13, and 14;
Sec. 15 excluding mineral survey;
Secs. 16 to 36 inclusive.
T. 32 N., R. 15 E.,
Secs. 7 to 36 inclusive.
T. 27 N., R. 16 E.,
Secs. 1 to 3 inclusive;
Sec. 10 excluding H.E.S. surveys;
Secs. 11 and 12;
Sec. 19, NW¼, S½;
Sec. 20, S½;
Sec. 21, S½;
Sec. 22, S½;
Secs. 27 to 29 inclusive;
Sec. 30, N½, SW¼.
T. 28 N., R. 16 E.,
Secs. 1 to 16 inclusive;
Sec. 17, E½;
Sec. 20, E½;
Secs. 21 to 28 inclusive;
Sec. 29, E½ excluding H.E.S. #224;
Secs. 33 to 36 inclusive.
T. 29 N., R. 16 E.
T. 30 N., R. 16 E.,
Secs. 1 and 2;
Sec. 3 excluding mineral survey;
Secs. 4 to 9 inclusive;

Secs. 10 and 11 excluding mineral survey;
Secs. 12 and 13;
Secs. 14 and 15 excluding mineral survey;
Secs. 16 to 26 inclusive;
Sec. 27 excluding mineral survey;
Secs. 28 to 36 inclusive.
T. 31 N., R. 16 E.,
Secs. 1 to 15 inclusive;
Sec. 16 excluding mineral survey;
Secs. 17 to 20 inclusive;
Secs. 21 to 22 excluding mineral survey;
Secs. 23 to 36 inclusive.
T. 32 N., R. 16 E.
T. 33 N., R. 16 E.
T. 34 N., R. 16 E.,
Secs. 1 to 20 inclusive;
Sec. 21 excluding mineral surveys;
Secs. 22 to 36 inclusive.
T. 35 N., R. 16 E.
T. 36 N., R. 16 E.
T. 37 N., R. 16 E.,
Secs. 1 to 5 inclusive;
Secs. 8 and 9;
Secs. 10 and 11 excluding mineral survey;
Secs. 12 and 13;
Sec. 14 excluding mineral survey;
Secs. 15, 16, and 17 inclusive;
Secs. 20 to 29 inclusive;
Secs. 32 to 36 inclusive.
T. 38 N., R. 16 E.,
Secs. 1 to 5 inclusive;
Secs. 8 to 17 inclusive;
Secs. 20 to 29 inclusive;
Secs. 32 to 36 inclusive.
T. 39 N., R. 16 E.,
Secs. 1 to 5 inclusive;
Secs. 8 to 17 inclusive;
Secs. 20 to 29 inclusive;
Secs. 32 to 36 inclusive.
T. 40 N., R. 16 E.,
Secs. 1 to 5 inclusive;
Secs. 8 to 17 inclusive;
Secs. 20 to 29 inclusive;
Secs. 32 to 36 inclusive.
T. 28 N., R. 17 E.,
Secs. 1 to 18 inclusive.
T. 29 N., R. 17 E.,
Secs. 1 to 31 inclusive, excluding H.E.S. #167;
Secs. 32 to 36 inclusive.
T. 30 N., R. 17 E.
T. 31 N., R. 17 E.,
Secs. 1 to 6 inclusive;
Sec. 7 excluding mineral survey;
Secs. 8 to 16 inclusive;
Secs. 17 and 18 excluding mineral survey;
Sec. 19;
Sec. 20 excluding mineral survey;
Secs. 21 to 36 inclusive.
T. 32 N., R. 17 E.,
Sec. 1 excluding Lake Chelan;
Secs. 2 to 11 inclusive;
Sec. 12 excluding Lake Chelan;
Secs. 13 to 36 inclusive.
T. 33 N., R. 17 E.,
Secs. 1 to 6 inclusive;
Secs. 7, 8, and 9 excluding H.E.S. 149, 150, and 233;
Secs. 10 to 14 inclusive;
Secs. 15, 16, and 17 excluding H.E.S. 148, 208, 207, and 233;
Secs. 18 to 21 inclusive;
Secs. 22 and 23 excluding H.E.S. 205 and 235;
Sec. 24;
Sec. 25, N½;
Secs. 27 to 35 inclusive;
Sec. 36, SW¼.
T. 34 N., R. 17 E.
T. 35 N., R. 17 E.
T. 36 N., R. 17 E.
T. 37 N., R. 17 E.,
Secs. 1 and 2;
Secs. 3, 4, and 5 excluding mineral surveys;
Secs. 6 to 8 inclusive;
Secs. 9 and 10 excluding mineral surveys;
Secs. 11 to 28 inclusive;
Secs. 29 and 30 excluding mineral surveys;
Secs. 31 to 36 inclusive.
T. 38 N., R. 17 E.,
Secs. 1 to 29 inclusive;
Secs. 30 to 34 inclusive, excluding mineral surveys;
Secs. 35 and 36.
T. 39 N., R. 17 E.
T. 40 N., R. 17 E.
T. 28 N., R. 18 E
T. 29 N., R. 18 E.
T. 30 N., R. 18 E.
T. 31 N., R. 18 E.,
Sec. 1;
Secs. 2, 3, 4, and 5 excluding mineral surveys and Lake Chelan;
Secs. 6, 7, and 8 inclusive;
Secs. 9, 10, 11, 12, 13, and 14 excluding mineral surveys and Lake Chelan;
Secs. 15 to 23 inclusive;
Secs. 24 and 25 excluding Lake Chelan;
Secs. 26 to 36 inclusive.
T. 32 N., R. 18 E.,
Secs. 1 to 5 inclusive;
Secs. 9 to 16 inclusive;
Sec. 19;
Sec. 21, E½;
Secs. 22 to 27 inclusive;
Secs. 30 and 31;
Secs. 34 and 35;
Sec. 36 excluding mineral survey.
T. 33 N., R. 18 E.,
Secs. 1 to 30 inclusive;
Secs. 32 to 36 inclusive.
T. 34 N., R. 18 E.,
Secs. 1 to 21 inclusive;
Sec. 22, excluding mineral survey;
Secs. 23 to 26 inclusive;
Sec. 27 excluding mineral survey;
Secs. 28 to 36 inclusive.
T. 35 N., R. 18 E.
T. 36 N., R. 18 E.
T. 37 N., R. 18 E.
T. 38 N., R. 18 E.
T. 39 N., R. 18 E.
T. 40 N., R. 18 E.
T. 29 N., R. 19 E.,
Secs. 1, 2, and 3 excluding Lake Chelan;
Secs. 4 to 36 inclusive.
T. 30 N., R. 19 E.,
Secs. 1 to 4 inclusive;
Secs. 5, 6, 7, and 8 excluding Lake Chelan;
Secs. 9 to 15 inclusive;
Secs. 16, 17, and 18 excluding Lake Chelan;
Sec. 19;
Secs. 20, 21, and 22 excluding Lake Chelan;
Secs. 23 to 25 inclusive;
Secs. 26, 27, and 28 excluding Lake Chelan;
Secs. 29 to 32 inclusive;
Secs. 33, 34, 35, and 36 excluding Lake Chelan.
T. 31 N., R. 19 E.,
Secs. 1 to 17 inclusive;
Sec. 18, E½;
Sec. 19, E½;
Secs. 20 to 28 inclusive;
Secs. 29, 30, 31, and 32 excluding Lake Chelan;
Secs. 33 to 36 inclusive.
T. 32 N., R. 19 E.,
Secs. 1 to 30 inclusive;
Sec. 31 excluding mineral survey;
Secs. 32 to 36 inclusive.
T. 33 N., R. 19 E.,
Secs. 1 to 11 inclusive;
Sec. 12 excluding H.E.S. #189;
Secs. 13 to 36 inclusive.
T. 34 N., R. 19 E.
T. 35 N., R. 19 E.
T. 36 N., R. 19 E.,
Secs. 1 to 3 inclusive;
Secs. 4, 5, and 6 excluding H.E.S. surveys;
Sec. 7;
Secs. 8, 9, and 10 excluding H.E.S. surveys;
Secs. 11 to 13 inclusive;
Secs. 14, 15, and 16 excluding H.E.S. surveys;
Secs. 17 to 21 inclusive;
Secs. 22 to 27 inclusive, excluding H.E.S. surveys;
Secs. 28 to 35 inclusive;
Sec. 36 excluding H.E.S. surveys.
T. 37, N., R. 19 E.,
Secs. 1 to 30 inclusive;
Secs. 31 and 32 excluding H.E.S. surveys;
Secs. 33 to 36 inclusive.
T. 38 N., R. 19 E.
T. 39 N., R. 19 E.
T. 40 N., R. 19 E.
T. 28 N., R. 20 E.
T. 29 N., R. 20 E.,
Sec. 6, SW¼SW¼ excluding Lake Chelan;
Secs. 7, 8, 9, 14, 15, and 16 excluding Lake Chelan;
Secs. 17 to 20 inclusive;
Sec. 21, N½, SW¼;
Sec. 22, N½;
Sec. 23, N½;
Secs. 29 to 32 inclusive;
Sec. 33, W½.
T. 30 N., R. 20 E.,
Secs. 1 to 30 inclusive;
Sec. 31 excluding Lake Chelan;
Secs. 32 to 36 inclusive.
T. 31 N., R. 20 E.
T. 32 N., R. 20 E.
T. 33 N., R. 20 E.,
Secs. 1 and 2 excluding H.E.S. surveys;
Secs. 3 to 9 inclusive;
Secs. 10, 11, and 12 excluding H.E.S. surveys;
Sec. 13;
Secs. 14 to 18 inclusive, excluding H.E.S. surveys;
Sec. 19;
Secs. 20 and 21 excluding H.E.S. surveys;
Secs. 22 to 36 inclusive.
T. 34 N., R. 20 E.,
Sec. 1, excluding H.E.S. 217 and 218;
Secs. 2 to 36 inclusive.
T. 36 N., R. 20 E.,
Secs. 1 to 9 inclusive;
Secs. 15 and 16;
Sec. 17, N½;
Sec. 18, N½.
T. 37 N., R. 20 E.
T. 38 N., R. 20 E.
T. 39 N., R. 20 E.
T. 40 N., R. 20 E.
T. 29 N., R. 21 E.,
Secs. 2 to 10 inclusive;
Sec. 11, N½, SW¼.
T. 30 N., R. 21 E.
T. 31 N., R. 21 E.,
Secs. 1 to 10 inclusive;
Secs. 11 to 14 inclusive, excluding H.E.S. 183, 184, 185, and 261;
Secs. 15 to 21 inclusive;
Secs. 22 and 23 excluding H.E.S. 261 and 265;
Sec. 24;
Sec. 25 excluding H.E.S. 191 and 215;
Secs. 26 to 36 inclusive.
T. 33 N., R. 21 E.,
Secs. 19 to 22 inclusive;
Sec. 25 excluding H.E.S. surveys;
Secs. 26 to 35 inclusive;
Sec. 36 excluding H.E.S. surveys.
T. 37 N., R. 21 E.
T. 38 N., R. 21 E.
T. 39 N., R. 21 E.
T. 40 N., R. 21 E.
T. 29 N., R. 22 E.,
Secs. 1 to 24 inclusive;
Sec. 25 excluding H.E.S. No. 100;
Secs. 26 to 36 inclusive.
T. 35 N., R. 22 E.,
Secs. 1 to 6 inclusive;
Sec. 7 excluding H.E.S. No. 211;
Secs. 8 to 17 inclusive;
Sec. 18 excluding H.E.S. No. 211;
Secs. 19 to 29 inclusive;
Secs. 33 to 36 inclusive.
T. 36 N., R. 22 E.
T. 37 N., R. 22 E.
T. 38 N., R. 22 E.
T. 39 N., R. 22 E.
T. 40 N., R. 22 E.
T. 34 N., R. 23 E.,
Secs. 1 to 30 inclusive;
Sec. 31 excluding H.E.S. No. 103;
Sec. 32 to 36 inclusive.

T. 35 N., R. 23 E.
T. 36 N., R. 23 E.,
Sec. 1;
Secs. 2 and 3 excluding mineral survey;
Secs. 4 to 36 inclusive.
T. 36 N., R. 24 E.,
Secs. 4 to 9 inclusive;
Secs. 16 to 20 inclusive;
Sec. 21, N½, SW¼.

Copies of this diagram are for sale at the Washington State Land Office, Bureau of Land Management, Room 670 Bon Marche Building, Spokane, Washington, 99201.

DOUGLAS E. HENRIQUES,
Land Office Manager.

[F.R. Doc. 64-2828; Filed, Mar. 24, 1964; 8:47 a.m.]

DEPARTMENT OF COMMERCE

Office of the Secretary

[Dept. Order 87 (Rev.); Amdt. 1]

COAST AND GEODETIC SURVEY

Delegation of Authority

The following amendment to the order was issued by the Secretary of Commerce on March 9, 1964. The material appearing at 28 F.R. 3424 of April 6, 1963 is amended as follows:

Section 3.01 of Department Order No. 87 (Revised) of March 26, 1963 is hereby amended to read:

SEC. 3. *Delegation of authority.*

.01 Pursuant to the authority vested in the Secretary of Commerce by Reorganization Plan No. 5 of 1950, and subject to such policies and directives as the Secretary of Commerce or the Assistant Secretary of Commerce for Science and Technology may prescribe, the Director, Coast and Geodetic Survey, is hereby delegated the authority to perform the functions vested in or delegated to the Secretary under:

1 Title 33, Chapter 17, U.S. Code (Coast and Geodetic Survey);

2 Title 10, U.S. Code, sections 1201-1203, 1210(f), 1211(b)(1), and 1401a (Public Law 88-132) relating to the retirement or separation, for physical disability, of commissioned officers of the Coast and Geodetic Survey;

3 Executive Order 11023 of May 28, 1962; sections 1 (a), (b), (c), (f), (g), (h), (i), (j) and (l); section 2(l); section 5; and section 6 relating to the appointment, retirement, separation and resignation of commissioned officers of the Coast and Geodetic Survey; and the employment of public vessels for carrying out assigned functions; and

4 Any other existing or subsequent legislation with respect to surveying, cartography, oceanography, and terrestrial and space investigations, including research and development activities, within the special competence of the Coast and Geodetic Survey.

Effective date: March 9, 1964.

HERBERT W. KLOTZ,
Assistant Secretary for Administration.

[F.R. Doc. 64-2811; Filed, Mar. 24, 1964; 8:45 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

LUDLOW CORP.

Notice of Filing of Petition Regarding Food Additive Sodium Nitrite

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 1026) has been filed by Ludlow Corporation, Needham Heights, Massachusetts, 02194, proposing the amendment of § 121.2551 of the food additive regulations to provide for the safe use of sodium nitrite as a corrosion inhibitor for steel or tinplate that contacts food.

Dated: March 18, 1964.

MALCOLM R. STEPHENS,
Assistant Commissioner for Regulations.

[F.R. Doc. 64-2843; Filed, Mar. 24, 1964; 8:49 a.m.]

CIVIL AERONAUTICS BOARD

[Docket 14498]

KODIAK RENEWAL CASE

Notice of Hearing

Notice is hereby given pursuant to the Federal Aviation Act of 1958, as amended, that a hearing in the above-entitled proceeding will commence Wednesday, June 3, 1964, at 10 a.m. (Alaska time), in the Conference Room of the Little Red Schoolhouse, Kodiak Naval Station, Kodiak, Alaska, before Examiner Merritt Ruhlen.

Without limiting the scope of the issues to be considered, particular attention will be directed to the following matters:

1. Do the public convenience and necessity require the renewal of Kodiak's certificate in whole or in part and, if so, do the public convenience and necessity require and should the Board, pursuant to section 401 of the Act, alter, amend, or modify such certificate so as to redescribe Kodiak's operating authority;

2. Is Kodiak fit, willing and able to provide such air transportation as may be required by the public convenience and necessity under item (1) above; and

3. If the application, or any part thereof, is granted what should be the duration of the certificate and what terms, limitations, or conditions, if any, should be attached to any such certificate or authority that may be granted to Kodiak herein?

For further details of the issues involved in this proceeding, interested persons are referred to the applications and any amendments thereto, petitions, motions, and orders entered in the docket of this proceeding, all of which are on file with the Civil Aeronautics Board.

Dated at Washington, D.C., March 20, 1964.

[SEAL] MERRITT RUHLEN,
Hearing Examiner.

[F.R. Doc. 64-2851; Filed, Mar. 24, 1964; 8:50 a.m.]

[Docket No. 13777; Order E-20593]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Agreement Regarding Specific Commodity Rates

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 20th day of March 1964.

Agreement adopted by Traffic Conference 1 of the International Air Transport Association relating to specific commodity rates; Docket No. 13777, Agreement C.A.B. 17280, R-64 through R-66.

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 Taffic 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 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.

Accordingly, it is ordered, That Agreement C.A.B. 17280, R-64 through R-66, be and hereby 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. 64-2853; Filed, Mar. 24, 1964; 8:50 a.m.]

[1] Filed as part of the original document.

[Docket No. 13777; Order E-20594]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Agreement Regarding Fares

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 20th day of March 1964.

An agreement adopted by Traffic Conference 1 of the International Air Transport Association relating to fares; Docket No. 13777, Agreement C.A.B. 17663.

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 carrier, foreign air carriers, and other carriers, embodied in the resolutions of Tarffic Conference 1 of the International Air Transport Association (IATA), and adopted by mail vote. The agreement has been assigned the above-designated C.A.B. Agreement number.

Essentially, this agreement amends the current Resolution 049b—(Changes in Fares—Brazil) to more clearly define the application of the 30-day validity period in respect to tickets which provide for travel originating in Brazil. The agreement is marked to expire on March 31, 1965.

The Board, acting pursuant to sections 102, 204(a), and 412 of the Act, does not find Resolutions 100(Mail 361)003 and 100(Mail 361)049b, which are incorporated in the above-described agreement, to be adverse to the public interest or in violation of the Act.

Accordingly, it is ordered, That, Agreement C.A.B. 17663 be and hereby is approved.

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 oppostion 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. 64-2854; Filed, Mar. 24, 1964; 8:50 a.m.]

[Docket 15079; Order No. E-20595]

BRANIFF AIRWAYS, INC., AND DELTA AIR LINES, INC.

Proposed Westbound General Commodity Rates; Order of Investigation

MARCH 20, 1964.

The Board, by Order E-20571, adopted March 12, 1964, instituted an investigation of numerous current or proposed westbound general commodity rates of American Airlines, Inc. (American), The Flying Tiger Line Inc. (Flying Tiger), Trans World Airlines, Inc. (TWA), and United Air Lines, Inc. (United) chiefly because of their relatively low level.

By tariff revisions marked to become effective March 25, 1964, Braniff Airways, Inc. (Braniff) and Delta Air Lines, Inc. (Delta) propose rates essentially identical to a number of the foregoing rates. The reasons relied upon in Order E-20571 for instituting the investigation in Docket 15079 are equally applicable to the rates of Braniff and Delta, and we will therefore add their rates to the investigation in this Docket.

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

It is ordered, That:

1. An investigation is instituted to determine whether the rates and provisions described in Appendix A hereto,[1] including subsequent revisions or reissues thereof, are, or will be, unjust or unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, and, if found to be unlawful, to determine and prescribe the lawful rates and provisions;

2. The investigation ordered herein be consolidated into the investigation in Docket 15079.

3. Copies of this order shall be served upon Braniff Airways, Inc., and Delta Air Lines, Inc., which are hereby made parties to this proceeding.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON, *Secretary.*

[F.R. Doc. 64-2852; Filed, Mar. 24, 1964; 8:50 a.m.]

[1] Appendix A filed as part of original document.

OFFICE OF EMERGENCY PLANNING

INDIANA

Notice of Major Disaster

Pursuant to the authority vested in me by the President under Executive Order 10427 of January 16, 1953, Executive Order 10737 of October 29, 1957, and Executive Order 11051 of September 27, 1962 (18 F.R. 407, 22 F.R. 8799, 27 F.R. 9683); Reorganization Plan No. 1 of 1958, Public Law 85-763, and Public Law 87-296; by virtue of the act of September 30, 1950, entitled "An Act to authorize Federal assistance to States and local governments in major disasters, and for other purposes" (42 U.S.C. 1855-1855g), as amended; notice is hereby given of a declaration of "major disaster" by the President in his letter to me dated March 17, 1964, reading in part as follows:

> I hereby determine the damage in the various areas of the State of Indiana, adversely affected by severe storms and flooding beginning on or about March 5, 1964, to be of sufficient severity and magnitude to warrant disaster assistance by the Federal Government to supplement State and local efforts.

I do hereby determine the following areas in the state of Indiana to have been adversely affected by the catastrophe declared a major disaster by the President in his declaration of March 17, 1964:

The counties of:

Clark.	Martin.
Crawford.	Ohio.
Daviess.	Orange.
Dearborn.	Perry.
Dubois.	Pike.
Floyd.	Posey.
Franklin.	Ripley.
Gibson.	Scott.
Harrison.	Spencer.
Jackson.	Switzerland.
Jefferson.	Vanderburgh.
Jennings.	Warrick.
Lawrence.	Washington.

Dated: March 18, 1964.

EDWARD A. MCDERMOTT, *Director, Office of Emergency Planning.*

[F.R. Doc. 64-2812; Filed, Mar. 24, 1964; 8:45 a.m.]

KENTUCKY

Notice of Major Disaster

Pursuant to the authority vested in me by the President under Executive Order 10427 of January 16, 1953, Executive Order 10737 of October 29, 1957, and Executive Order 11051 of September 27, 1962 (18 F.R. 407, 22 F.R. 8799, 27 F.R. 9683); Reorganization Plan No. 1 of 1958, Public Law 85-763, and Public Law 87-296; by virtue of the act of September 30, 1950, entitled "An Act to authorize Federal assistance to States and local governments in major disasters, and for other purposes" (42 U.S.C. 1855-1855g), as amended; notice is hereby given of a declaration of "major disaster" by the President in his letter to me dated March 17, 1964, reading in part as follows:

> I hereby determine the damage in the various areas of the Commonwealth of Kentucky, adversely affected by severe storms and flooding beginning on or about March 4, 1964, to be of sufficient severity and magnitude to warrant disaster assistance by the Federal Government to supplement State and local efforts.

I do hereby determine the following areas in the Commonwealth of Kentucky to have been adversely affected by the catastrophe declared a major disaster by the President in his declaration of March 17, 1964:

The counties of:

Ballard.	Hardin.
Boone.	Harrison.
Boyd.	Henderson.
Bracken.	Henry.
Breckinridge.	Hickman.
Bullitt.	Hopkins.
Caldwell.	Jefferson.
Calloway.	Kenton.
Campbell.	Lewis.
Carlisle.	Livingston.
Carroll.	Lyon.
Christian.	McCracken.
Daviess.	McLean.
Estill.	Marshall.
Franklin.	Mason.
Fulton.	Meade.
Gallatin.	Oldham.
Graves.	Owen.
Greenup.	Pendleton.
Hancock.	Powell.

Scott. Shelby. Spencer. Trigg. Trimble. Union. Webster.

Dated: March 18, 1964.

EDWARD A. MCDERMOTT,
Director,
Office of Emergency Planning.

[F.R. Doc. 64-2813; Filed, Mar. 24, 1964; 8:45 a.m.]

VERMONT

Notice of Major Disaster

Pursuant to the authority vested in me by the President under Executive Order 10427 of January 16, 1953, Executive Order 10737 of October 29, 1957, and Executive Order 11051 of September 27, 1962 (18 F.R. 407, 22 F.R. 8799, 27 F.R. 9683); Reorganization Plan No. 1 of 1958, Public Law 85-763, and Public Law 87-296; by virtue of the act of September 30, 1950, entitled "An Act to authorize Federal assistance to States and local governments in major disasters, and for other purposes" (42 U.S.C. 1855-1855g), as amended; notice is hereby given of a declaration of "major disaster" by the President in his letter to me dated March 17, 1964, reading in part as follows:

I hereby determine the damage in the various areas of the State of Vermont, adversely affected by flooding beginning on or about March 5, 1964, to be of sufficient severity and magnitude to warrant disaster assistance by the Federal Government to supplement State and local efforts.

I do hereby determine the following areas in the state of Vermont to have been adversely affected by the catastrophe declared a major disaster by the President in his declaration of March 17, 1964:

The counties of Caledonia, Franklin, Windsor.

Dated: March 18, 1964.

EDWARD A. MCDERMOTT,
Director,
Office of Emergency Planning.

[F.R. Doc. 64-2814; Filed, Mar. 24, 1964; 8:46 a.m.]

FEDERAL POWER COMMISSION

[Docket Nos. G-3709 etc.]

WARREN AMERICAN OIL CO. ET AL.

Notice of Applications for Certificates, Abandonment of Service and Petitions To Amend Certificates [1]

MARCH 18, 1964.

Warren American Oil Company (formerly Natural Gasoline Corporation) and other applicants listed herein:

Take notice that each of the Applicants listed herein has filed an application or petition pursuant to section 7 of the Natural Gas Act for authorization to sell natural gas in interstate commerce or to abandon service heretofore authorized as described herein, all as more fully described in the respective applications and amendments which are on file with the Commission and open to public inspection.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before April 13, 1964.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on all applications in which no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter believes that a grant of the certificates is required by the public convenience and necessity. Where a protest or petition for leave to intervene is timely filed, or where the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

JOSEPH H. GUTRIDE,
Secretary.

[1] This notice does not provide for consolidation for hearing of the several matters covered herein, nor should it be so construed.

Docket No. and date filed	Applicant	Purchaser, field and location	Price per Mcf	Pressure base
G-3709, et al. [1] 1-13-64	Warren American Oil Co. (formerly Natural Gasoline Corp.).	Arkansas Louisiana Gas Co., North Lansing Field, Harrison County, Tex.	12.5541	14.65
G-3793	do	do	12.5541	14.65
G-3794	do	do	12.5541	14.65
G-3795	do	do	12.5541	14.65
G-3796	do	Arkansas Louisiana Gas Co., Willow Springs Field, Gregg County, Tex.	11.7438	14.65
G-3797	do	Arkansas Louisiana Gas Co., North Lansing Field, Harrison County, Tex.	12.5541	14.65
G-3798	do	do	12.5541	14.65
G-12908 [2] D 2-14-64	Union Oil Co. of Calif	Michigan Wisconsin Pipe Line Co., Laverne Area, Beaver County, Okla.	(3)	
G-13299 [2] C 2-24-64	Sinclair Oil & Gas Co	Michigan Wisconsin Pipe Line Co., Miller Morrow Unit, Harper County, Okla.	17.0	14.65
G-18977 [3] C 2-19-64	Gulf Oil Corp	Michigan Wisconsin Pipe Line Co., Laverne Field, Harper County, Okla.	17.0	14.65
G-18977 C 2-24-64	do	Michigan Wisconsin Pipe Line Co., Luther Hill Area, Ellis County, Okla.	17.0	14.65
G-19046 C 3-9-64	Carl G. Hine	El Paso Natural Gas Co., acreage in San Juan County, N. Mex.	11.0	15.025
G-20020 C 3-11-64	The Atlantic Refining Co	Tennessee Gas Transmission Co., South Timbalier Bay Area, Bay Marchand Block 2 Field, Offshore La.	19.0	15.025
CI60-448 [1] 10-25-63	Warren American Oil Co., (formerly Natural Gasoline Corp.).	Transwestern Pipeline Co., Lipscomb Field, Lipscomb County, Tex.	17.0	14.65
CI61-1265 C 3-6-64	Southern Union Production Co.	Southern Union Gathering Co., Mesaverde and Dakota Formations, San Juan County, N. Mex.	13.0	15.025
CI62-105 D 3-12-64	The Atlantic Refining Co	Northern Natural Gas Co., Sitka Field, Clark County, Kans.	Assigned	
CI63-137 E 3-9-64	Glenn H. Johnson, Agent (successor to Dalton and Hanna).	Hope Natural Gas Co., Elk and Union Districts, Barbour County, W. Va.	20.0	15.325
CI63-1414 10-25-63 [4] [5]	Warren American Oil Co., et al. (formerly Natural Gasoline Corporation, et al.).	Michigan Wisconsin Pipe Line Co., Laverne Field, Harper County, Okla.	[6] 17.0	14.65
CI64-82 C 3-12-64	Robert W. Adams & Associates d/b/a Durinda Leigh Drilling Co., Inc., et al.	Hope Natural Gas Co., Triadelphia District, Logan County, W. Va.	25.0	15.325
CI64-967 A 3-6-64	Prior Oil Co	Hope Natural Gas Co., Central District, Doddridge County, W.Va.	25.0	15.325
CI64-968 A 3-6-64	Frontier Savings Stamps, Inc. of Lubbock, Texas (Operator), et al.	Northern Natural Gas Co., North Hansford Field, Hansford County, Tex.	17.0	14.65
CI64-969 A 3-6-64	Coastal States Gas Producing Co.	Transcontinental Gas Pipe Line Corp., Dilworth Dome Field, McMullen County, Tex.	14.294	14.65
CI64-970 A 3-9-64	Greenwich Oil & Gas, Inc. (Partial succession).	Colorado Interstate Gas Co., Acreage in various counties in Kans.	13.5	14.65
CI64-971 A 3-9-64	Chelsea Oil & Gas, Inc	do	13.5	14.65
CI64-972 B 3-9-64	Humble Oil & Refining Co	Texas Eastern Transmission Corp., Trebloc Field, Chickasaw County, Miss.	Assigned	
CI64-973 A 3-9-64	Texaco Inc	Kansas-Nebraska Natural Gas Co., Inc. Boyd Northeast Field, Beaver County, Okla.	(7)	14.65
CI64-974 A 3-9-64	Tidewater Oil Co	Natural Gas Pipeline Co., of America, West Crane Field, Custer and Dewey Counties, Okla.	15.0	14.65
CI64-975 A 3-9-64	Clarence Maze	Cabot Corp., Sherman District, Calhoun County, W. Va.	15.2	15.325
CI64-976 A 3-9-64	Texaco Inc	Kansas-Nebraska Natural Gas Co., Inc. Bradshaw Gas Area, Hamilton County, Kans.	12.5	14.65
CI64-977 A 3-9-64	Rutter and Wilbanks Brothers, et al.	El Paso Natural Gas Co., Spraberry Trend Area, Reagan County, Tex.	16.0	14.65

Filing code:
A—Initial Service.
B—Abandonment.
C—Amendment to add acreage.
D—Amendment to delete acreage.
E—Succession.

See footnotes at end of table.

Docket No. and date filed	Applicant	Purchaser, field and location	Price per Mcf	Pressure base
CI64-978 B 3-9-64	General American Oil Co. of Tex.	Texas Eastern Transmission Corp., Nagel Unit, De Witt County, Tex.	Depleted	----------
CI64-979 A 3-10-64	H. N. Burnett	J. M. Huber Corp., West Panhandle Field, Carson County, Tex.	13.0	14.65
CI64-980 A 3-10-64	Ashland Oil & Refining Company (Operator), et al.	Texas Gas Transmission Corp., Bastrop Area, Morehouse Parish, La.	16.75	15.025
CI64-981 A 3-10-64	Sun Oil Co	Northern Natural Gas Co., N. E. Dower Field, Beaver County, Okla.	17.0	14.65
CI64-982 A 3-10-64	The Superior Oil Co	Florida Gas Transmission Co., Fausse Pointe Field, Iberia Parish, La.	15.0	15.025
CI64-1079 A 3-12-64	Socony Mobil Oil Co., Inc	Colorado Interstate Gas Co., Hugoton Field, Grant and Kearny Counties, Kans.	11.0	14.65
CI64-1080 A 3-11-64	Marathon Oil Co	Southern Union Gathering Co., La Plata River Area (Dakota Formation), San Juan County, N. Mex.	13.0	15.025
CI64-1081 A 3-10-64	George A. Carlson	Cities Service Gas Co., acreage in Kay County, Okla.	12.0	14.65
CI64-1082 A 3-12-64	Twin Gas Co	Lone Star Gas Co., acreage in Stephens County, Okla.	15.0	14.65
CI64-1083 A 3-12-64	The Hefner Co., and W. J. Hefner.	Lone Star Gas Co., East Doyle Field, Stephens County, Okla.	15.0	14.65
CI64-1084 A 3-12-64	Southwest Gas Producing Co., Inc., et al.	United Fuel Gas Co., Midland Field, Acadia Parish, La.	17.5	15.025

[1] Amendment filed to reflect change in croporate name.
[2] Presently consolidated with G-4281, et al., Sunray DX Oil Co. et al.
[3] Amendment to delete acreage per Letter Agreement between parties dated May 13, 1963.
[4] Supra.
[5] Application pending outcome of upward Btu proceedings, Docket Nos. G-4281, et al, Sunray DX Oil Company, et al.
[6] Price subject to Btu adjustment and subject to refund of any amounts collected in excess of 17.0 cents, pursuant to conditioned temporary certificate issued 8-5-63.
[7] Price is 11.0 cents/Mcf for natural gas produced from above the base of the Wolfcamp Series; 17.0 cents/Mcf for natural gas produced from below the base of the Wolfcamp Series.

[F.R. Doc. 64-2759; Filed, Mar. 24, 1964; 8:45 a.m.]

[Project No. 2438]

NEW YORK STATE ELECTRIC & GAS CORP.

Notice of Application for License; Correction

MARCH 18, 1964.

Public notice is hereby given that application has been filed under the Federal Power Act (16 U.S.C. 791a-825r) by New York State Electric & Gas Corporation (correspondence to: Kenneth W. Hasbrouck, Vice President, New York State Electric & Gas Corporation, 108 E. Green Street, Ithaca, New York) for constructed Project No. 2438, known as the Seneca Falls Development, located on the Seneca River, Seneca County, New York.

The project consists of two developments described as follows: Seneca Falls Development—located at the State owned Dam at Seneca Falls on the Seneca Outlet which has been canalized and made a part of the New York State Barge Canal System, consisting of a single story brick powerhouse containing four hydroelectric generating units with a capacity of 2,000 kilowatts each under a gross head of 49 feet, and other appurtenances; and Waterloo Development—located five miles upstream from the Seneca Development and consisting of a concrete gravity type dam or substructure (which impounds no water itself) 86 feet long and 33 feet high (a canal used to deliver the water to the turbines), a powerhouse superposed on the dam containing four hydroelectric generating units with a capacity of 480 kilowatts each, and other appurtenant facilities.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is May 1, 1964. The application is on file with the Commission for public inspection.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-2818; Filed, Mar. 24, 1964; 8:46 a.m.]

[Docket No. E-7157]

ORANGE AND ROCKLAND UTILITIES, INC.

Notice of Application

MARCH 19, 1964.

Take notice that on March 12, 1964, an application was filed with the Federal Power Commission pursuant to section 204 of the Federal Power Act by Orange and Rockland Utilities, Inc. (Applicant), a corporation organized under the laws of the State of New York and qualified to do business in the State of New Jersey with its principal business office at Nyack, New York, seeking an order authorizing the issuance of short-term unsecured promissory notes in the maximum principal amount of $24,150,000 outstanding at any one time. Applicant proposes to issue such notes to mature not later than one year from the date thereof and in any event not later than June 30, 1965. According to the application, the notes will be issued to commercial banks or similar institutions, will not be for resale to the public, and no finders fee or other fee, commission or remuneration is to be paid in connection therewith to any third person for negotiating the transaction.

Of the proceeds, $23,000,000 will be utilized for Applicant's construction program estimated at $18,382,907 in 1964 and $16,724,900 in 1965. The principal projects are the construction of a 170 mw unit at the Lovett steam plant and construction of 138 kv transmission lines and substation to serve, from Lovett, the load centers at Hillburn and West Nyack. The balance of the proceeds will be utilized to refund $1,150,000 face amount of First Mortgage Bonds 3 percent Series, due June 1, 1965, issued by The Orange and Rockland Electric Company, a predecessor company.

Any person desiring to be heard or to make any protest with reference to said application should on or before the 7th day of April, 1964, file with the Federal Power Commission, Washington, D.C., 20426, petitions or protests in accordance with the requirements of the Commission's rules of practice and procedure (18 C.F.R. 1.8 or 1.10). The application is on file and available for public inspection.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-2819; Filed, Mar. 24, 1964; 8:46 a.m.]

[Docket No. RP64-25]

NATURAL GAS PIPELINE COMPANY OF AMERICA

Notice of Proposed Changes in Rates and Charges

MARCH 24, 1964.

Take notice that on March 6, 1964 Natural Gas Pipeline Company of America (Natural) tendered for filing proposed changes in its FPC Gas Tariff, Second Revised Volume No. 1 to become effective as of January 1, 1964. The proposed changes reflect decreases in rates and charges as set forth in the following revised tariff sheets: Second Revised Sheets Nos. 6, 12, 15, 18, 19-A, and 19-B and Third Revised Sheets Nos. 9 and 13, to its FPC Gas Tariff Second Revised Volume No. 1.

The annual decrease in rate level is approximately $1,370,000 based upon sales for the twelve months period ended December 31, 1963 and reflects the recent reduction in the Federal income tax rate for corporations from 52 percent to 50 percent.

Copies of the proposed rate changes have been served by Natural upon all customers and State commissions. Comment may be filed with the Commission on or before April 1, 1964.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-2966; Filed, Mar. 24, 1964; 11:52 a.m.]

[Docket No. RI64-653, etc.]

R. O. MANGUM ET AL.

Order Providing for Hearings on and Suspension of Proposed Changes in Rates [1]

MARCH 19, 1964.

The above-named Respondents have tendered for filing proposed changes in presently effective rate schedules for sales of natural gas subject to the jurisdiction of the Commission. The proposed changes, which constitute increased rates and charges, are designated as follows:

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

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in docket Nos.
									Rate in effect	Proposed increased rate	
RI64-653	R. O. Mangum (Operator), et al., 834 Mellie Esperson Building, Houston, Tex., 77002.	1	6	Texas Eastern Transmission Corp. (West George West Field, Live Oak County, Tex.) (R.R. District No. 2).	$15,182	2-27-64	[2] 3-29-64	8-29-64	[5 6] 13.8733	[3 4 6] 14.3733	----------
RI64-654	The Atlantic Refining Co., P.O. Box 2819, Dallas 21, Tex.	207	1	Northern Natural Gas Co. (Crossett Gasoline Plant, Upton County, Tex.) (R.R. District No. 7-c) (Permian Basin Area).	54	2-27-64	[7] 4-1-64	8-1-64	13.5643	[3 4] 14.5710	----------
RI64-655	Standard Oil Co. of Texas, a Division of California Oil Co., P.O. Box 1249, Houston, Tex., 77001.	29	4	El Paso Natural Gas Co. (Blanco-Mesa Verde Field, San Juan County, N. Mex.) (San Juan Basin Area).	668	2-26-64	[7] 3-28-64	8-28-64	[8 10] 13.2295	[3 8 9 10] 14.2486	RI64-60

[2] The stated effective date is the first day after expiration of the required statutory notice.
[3] Periodic rate increase.
[4] Pressure base is 14.65 psia.
[5] Rate is the result of a settlement offer accepted by the Commission by letter dated April 13, 1960.
[6] Rate is exclusive of 0.5 cent per Mcf charge by buyer for dehydration and central point delivery.
[7] The stated effective date is the effective date requested by Respondent.
[8] Pressure base is 15.025 psia.
[9] Includes 1.0 cent per Mcf minimum guarantee for liquids.
[10] Includes partial reimbursement for full 2.55 percent New Mexico Emergency School Tax.

R. O. Mangum (Operator), et al. (Mangum), request waiver of notice to make their proposed rate increase effective as of the date of filing, February 27, 1964. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit an earlier effective date for Mangum's proposed rate filing and such request is denied.

Mangum's presently effective rate of 13.8733 cents per Mcf is the result of an offer of settlement accepted by the Commission by letter dated April 13, 1960. Such offer provided for the deletion of favored-nation clauses under the basic contract and established a 1.0 cent periodic escalation every five years commencing February 5, 1963, in lieu of the 0.2 cent per Mcf periodic escalation each year. The proposed increased rate of 14.3733 cents per Mcf, which was contractually due on February 5, 1963, is equivalent to 14.8733 cents per Mcf when the 0.5 cent standard contract differential for gathering and dehydration is taken into consideration, and exceeds the area ceiling price for increased rates in Texas Railroad District No. 2.

The proposed rate increase of Standard Oil Company of Texas, a Division of California Oil Company (Standard) includes partial reimbursement for the full 2.55 percent New Mexico Oil and Gas Emergency School Tax which was increased from 2.0 percent to 2.55 percent effective April 1, 1963. El Paso Natural Gas Company (El Paso) questions the right of Standard under its tax reimbursement clause to file a rate increase reflecting tax reimbursement computed on the basis of an increase in tax rate by the New Mexico Legislature in excess of .55 percent. While El Paso concedes that the New Mexico tax legislation effected a higher tax rate of at least .55 percent, they claim there is controversy as to whether or not the new legislation effected an increased tax rate in excess of .55 percent. Under the circumstances, we shall provide that the hearing provided for herein for Standard shall concern itself with the contractual basis as well as the statutory lawfulness of Standard's proposed rate filing.

Standard did not include in its proposed rate the contractually provided for 1.0 cent per Mcf minimum guarantee for liquids. The addition of this minimum guarantee of 1.0 cent per Mcf to the base rate plus the periodic increase results in a total rate in excess of the 13.0 cents per Mcf area ceiling for increased rates in the San Juan Basin Area.

All of the proposed increased rates and charges exceed the applicable area price levels for increased rates as set forth in the Commission's Statement of General Policy No. 61-1, as amended (18 CFR, Ch. I, Part 2, § 2.56).

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

The Commission finds. It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon hearings concerning the contractual basis for Standard's proposed rate filing which El Paso has protested, as well as the statutory lawfulness of all of the producers' proposed changes, and that the above-designated supplements be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR, Ch. I), public hearings shall be held upon dates to be fixed by notices from the Secretary concerning the contractual basis of Standard's proposed rate filing which El Paso has protested, as set forth above, and the statutory lawfulness of all of the producers' proposed rate changes contained in the above-designated rate supplements.

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

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

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before May 6, 1964.

By the Commission. Commissioner Woodward not participating in the suspension of the filing in Docket No. RI64-655, Standard Oil Company of Texas.

[SEAL] JOSEPH H. GUTRIDE, *Secretary.*

[F.R. Doc. 64-2817; Filed, Mar. 24, 1964; 8:46 a.m.]

[Docket No. RI64-650 etc.]

E. C. SIDWELL ET AL.

Order Providing for Hearing on and Suspension of Proposed Changes in Rates, and Allowing Rate Changes To Become Effective Subject to Refund [1]

MARCH 19, 1964.

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

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

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the lawfulness of the proposed changes, and

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

that the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders:

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

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

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

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before May 6, 1964.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE, *Secretary*.

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area [1]	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in docket Nos.
									Rate in effect	Proposed increased rate	
RI64-650	E. C. Sidwell, et al., P.O. Box 1659, Pampa, Tex.	[6]1	2	El Paso Natural Gas Co. (E. Panhandle Field, Collingsworth County, Tex.) (R.R. District No. 10).	$847	3-2-64	[2]4-2-64	[3]4-3-64	12.0	[4][5]13.0	------------
RI64-651	The Frontier Refining Co., 4040 East Louisiana Ave., Denver 22, Colo., Attn: Mr. Ben H. Parker.	4	5	El Paso Natural Gas Co. (Gallegos Gallup Pool, San Juan County, N. Mex.) (San Juan Basin Area).	(Decrease) (022)	2-24-64	[2]3-26-64	[3]3-27-64	[9][10]13.0495	[7][8]12.0495	RI64-139
RI64-652	El Paso Natural Gas Products Co.,[12] P.O. Box 3986, Odessa, Tex., Attn: Mr. John A. Woodward.	1	5	El Paso Natural Gas Co. (San Juan Basin Area, San Juan County, N. Mex.) (San Juan Basin Area).	(Decrease) (1,073)	2-24-64	[2]3-26-64	[3]3-27-64	[10]13.0495	[7][8][11]12.0495	RI64-142

[2] The stated effective date is the first day after expiration of the required statutory notice.
[3] Suspension period is limited to one day.
[4] Periodic rate increase.
[5] Pressure base is 14.65 psia.
[6] Contract dated December 5, 1960, subsequent to issuance of the Commission's Statement of General Policy No. 61-1, as amended.
[7] Renegotiated rate increase.
[8] Pressure base is 15.025 psia.
[9] 14.0495 cents per Mcf rate suspended until June 1, 1964, in Docket No. RI64-319.
[10] Includes 1.0 cent per Mcf minimum guarantee for liquids.
[11] For gas well gas produced from Gallup Formation only.
[12] A wholly owned subsidiary of El Paso Natural Gas Company.

E. C. Sidwell, et al. (Sidwell), request waiver of notice to make their proposed rate increase effective as of January 1, 1963. The Frontier Refining Company (Frontier) requests an effective date of January 1, 1964, and El Paso Natural Gas Products Company (Products Company) requests that its proposed rate filing be made effective as of February 1, 1964. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit an earlier effective date for the aforementioned producers' rate filings and such requests are denied.

Frontier and Products Company have certain wells producing at low pressures and, in letter agreements with El Paso Natural Gas Company, have provided for a 1.0 cent per Mcf reduction in price and deletion of the contractually provided for 1.0 cent per Mcf minimum guarantee for liquids as consideration for a reduction in line pressure from 500 psig to 250 psig. Frontier and Products Company's notices of change propose the decreased rates for low pressure gas. The proposed rates (12.0495 cents) are below the San Juan Basin Area ceiling for increased rates; however, as the reduction in pressure will later be a compression cost to the buyer, such cost should be added to the proposed rates. A cost amounting to 1.0 cent per Mcf for gas delivered at pressures between 201 and 499 psig has been tentatively set up as a price adjustment for deviation from standard pressure (500 psig) for "pipeline quality" gas in notice of proposed rule making, Docket No. R-200. The addition of this 1.0 cent per Mcf compression adjustment to the proposed base rate of 12.0 cents would cause the proposed rate to exceed the area ceiling of 13.0 cents per Mcf by the amount of the tax reimbursement (0.0495 cent), and should be suspended as hereinbefore ordered. However, since rate decreases are involved, the suspension period for each may be shortened to one day from March 26, 1964, the date of expiration of the required statutory notice. The proposed rate increase filed by Products Company is also suspended because it relates to sales made to its affiliate, El Paso Natural Gas Company.

Sidwell commenced service after September 28, 1960, the date of issuance of the Commission's Statement of General Policy No. 61-1, as amended (18 CFR, Ch. I, Part 2, § 2.56) and the proposed rate is above the applicable area ceiling for increased rates but below the initial service ceiling for the area involved. We believe, in this situation, that Sidwell's rate filing should be suspending for one day from April 2, 1964, the date of expiration of the required statutory notice.

[F.R. Doc. 64-2820; Filed, Mar. 24, 1964; 8:46 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 15271; FCC 64M-239]

AMERICAN COLONIAL BROADCASTING CORP.

Order Continuing Hearing

In re application of American Colonial Broadcasting Corporation, Ponce, Puerto Rico, Docket No. 15271, File No. BPCT-3104; for construction permit to change transmitter site and antenna height above average terrain of Station WSUR-TV, Channel 9, Ponce, Puerto Rico.

The Hearing Examiner having under consideration an informal request from the counsel for American Colonial Broadcasting Corporation to change the date for commencement of hearing;

It appearing, that the hearing is now scheduled to commence on April 21, 1964, but owing to circumstances peculiar to this proceeding a later date would be desirable; and

It further appearing, that neither the respondent nor the Broadcast Bureau has any objections to any change:

It is ordered, This 18th day of March 1964, that the date for commencement of hearing is changed from April 21 to June 23, 1964.

Released: March 19, 1964.

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

[F.R. Doc. 64-2860; Filed, Mar. 24, 1964; 8:51 a.m.]

FEDERAL MARITIME COMMISSION

AMERICAN PRESIDENT LINES, LTD., AND BLUE FUNNEL LINE

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 9331 between American President Lines, Ltd., and the Blue Funnel Line, covers and is restricted to the transportation of Asbestos in Bags from ports in Western Australia to Los Angeles, California, with transhipment at Singapore.

Interested parties may inspect this agreement and obtain copies thereof at the Bureau of Foreign Regulation, Federal Maritime Commission, Washington, D.C., 20573, 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, D.C., 20573, 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: March 20, 1964.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-2846; Filed, Mar. 24, 1964; 8:49 a.m.]

AMERICAN PRESIDENT LINES, LTD., AND BLUE FUNNEL LINE

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 9332 between American President Lines, Ltd; and the Blue Funnel Line, covers and is restricted to the transportation of Tanning Extract from ports in Western Australia to Los Angeles, California, with transhipment at Singapore.

Interested parties may inspect this agreement and obtain copies thereof at the Bureau of Foreign Regulation, Federal Maritime Commission, Washington, D.C., 20573, 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, D.C., 20573, 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: March 20, 1964.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-2847; Filed, Mar. 24, 1964; 8:49 a.m.]

AMERICAN PRESIDENT LINES, LTD., AND CHINA NAVIGATION CO., LTD.

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 9330 between American President Lines, Ltd., and the China Navigation Co., Ltd., covers and is restricted to the transportation of Tanning Extract from ports in Western Australia to Los Angeles, California, with transshipment at Singapore.

Interested parties may inspect this agreement and obtain copies thereof at the Bureau of Foreign Regulation, Federal Maritime Commission, Washington, D.C., 20573, 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, D.C., 20573, 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: March 20, 1964.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-2848; Filed, Mar. 24, 1964; 8:50 a.m.]

MOORE-McCORMACK LINES, INC., ET AL.

Notice of Filing of Agreement

Notice is hereby given that the following described agreement has been filed with the Commisison for approval pursuant to section 15 of the Shipping Act, 1916 (39 Stat. 733; 75 Stat. 763; 46 U.S.C. 814):

Agreement 9040-1 between:

Moore-McCormack Lines, Inc.,
Lloyd Brasileiro (Patrimonio Nacional),
Empresa Lineas Maritimas Argentinas (E.L.M.A.),
Montemar S.A. Comercial y Maritima,
Hamburg-Suedamerikamische Dampfschifffahrts-Gesellschaft Eggert & Amsinck (Columbus Line),
A/S Ivarans Rederi (Ivaran Lines),
Dampskibsselskabet Torm (Torm Lines),
Holland Pan-American Line,
The Northern Pan-America Line, A/S (Nopal Line),
Delta Steamship Lines, Inc. (Delta Line),
Brodin Line joint service, and
Norton Line joint service,

modifies approved Agreement 9040, of the parties, which covers an arrangement for the pooling and division of all revenues derived from coffee transported by these carriers in the trade from Brazil, south of and including Victoria, to U.S. Atlantic and Gulf ports. The purpose of the modification is to provide (1) for an extension of the pooling arrangement for the period from February 29, 1964, to May 31, 1964; and (2) that the accounting following the accounting for the six calendar month period ending on February 29, 1964, will be for three months ending on May 31, 1964.

Interested parties may inspect this agreement and obtain copies thereof at the Bureau of Foreign Regulation, Federal Maritime Commission, Washington, 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, D.C., 20573, within 5 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: March 20, 1964.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-2835; Filed, Mar. 24, 1964; 8:47 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 812-1668]

AMPAL-AMERICAN ISRAEL CORP.

Notice of Filing of Application With Respect to Certain Proposed Transactions

MARCH 19, 1964.

Notice is hereby given that Ampal-American Israel Corporation ("Ampal"), 17 East 71st Street, New York, New York, has filed an application pursuant to sections 6(c) and 17(d) of the Investment Company Act of 1940 ("Act") and rule 17d-1 promulgated thereunder to permit, subject to certain conditions set forth below, Ampal and Israel Development Corporation, a registered, closed-end, non-diversified investment company of which Ampal is an affiliate, to make loans during Ampal's fiscal year ending January 31, 1965 to the Jewish Agency for Israel and the National Committee for Labor Israel. All interested persons are referred to the application, which is on file with the Commission for a full statement of Ampal's representations which are summarized below.

Ampal owns approximately 8.2 percent of the outstanding voting securities of Israel Development Corporation and by reason of these holdings Ampal and Israel Development Corporation are affiliated persons of each other.

It is contemplated that Israel Development Corporation and the applicant will, during Ampal's current fiscal year ending January 31, 1965, make loans in the approximate amounts stated below:

By Ampal:	*Approximate amount*
To Jewish Agency for Israel	$5,000,000.00
To National Committee for Labor Israel	500,000.00
By Israel Development Corporation:	*Approximate amount*
To Jewish Agency for Israel	$3,000,000.00
To National Committee for Labor Israel	500,000.00

The loans of both corporations, which are payable in semi-annual installments, will bear interest at the rate of 8½ percent per annum on unpaid balances. All other terms will be similar except that Ampal will make those loans with maturities of two years or more and Israel Development Corporation those with maturities of less than two years. The exact dates of the loans cannot now be determined. The differences in amounts of loans to be made by Ampal and Israel Development Corporation reflect differences in the amount of funds each will have available for investment during the year.

Both the Jewish Agency for Israel, which is a principal instrument for resettlement and rehabilitation of immigrants in Israel, and National Committee for Labor Israel, which supports social and educational programs in Israel, are eleemosynary institutions.

Both institutions are borrowing the amounts indicated in anticipation of future receipts from charitable contributions and similar sources. Although no arrangements have been made concerning prepayments Ampal has undertaken that it will not accept any prepayments unless at least proportional prepayments are made to Israel Development Corporation.

Section 17(d) of the Act and rule 17d-1 thereunder, taken together, provide, among other things, that it shall be unlawful, with certain exceptions not applicable here, for an affiliated person of a registered investment company or any affiliated person of such a person, acting as principal, to participate in, or effect any transaction in connection with any joint enterprise or arrangement in which any such registered company, or a company controlled by such registered company, is a participant unless an application regarding such arrangement has been granted by the Commission, and that, in passing upon such an application, the Commission will consider whether the participation of such registered company or controlled company in such arrangement is consistent with the provisions, policies and purposes of the Act and the extent to which such participation is on a basis different from or less advantageous than that of other participants. A joint enterprise or arrangement as used in rule 17d-1 is defined as any written or oral plan, contract, authorization or arrangement, or any practice or understanding concerning an enterprise or undertaking whereby a registered investment company or a controlled company thereof and any affiliated person of or a principal underwriter for such registered company, or any affiliated person of such person or principal underwriter, have a joint or a joint and several participation in, or share in the profits of, such enterprise or undertaking.

Ampal has agreed that the order of the Commission in this matter may provide that:

1. The applicant and its affiliates will not make any of the above loans unless at least ten (10) days advance notice is given to the Commission of any such loans.

2. The Commission may, at any time during the 10 day period, advise Ampal that it may forthwith make the loans.

3. If the Commission, during the ten-day period, determines that a substantial question exists as to whether the continued exemption from the provisions of section 17(d) from such transaction is necessary or appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act, or whether participation by Israel Development Corporation is on a basis less advantageous than that of Ampal or its affiliates, the Commission shall give notice thereof to Ampal, whereupon the exemption from the provisions of section 17(d) of the Act for such proposed transaction shall terminate.

Section 6(c) authorizes the Commission to exempt any person, security, or transaction, or any class or classes of persons, securities, or transactions, from the provisions of the Act and rules promulgated thereunder if and to the extent that such exemption is necessary or appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act.

Notice is further given that any interested person may, not later than April 2, 1964 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 shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request shall 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 Ampal at the address stated above. Proof of such service (by affidavit or in case of an attorney-at-law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the showing contained in said application, unless an order for hearing upon said application 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. 64-2830; Filed, Mar. 24, 1964; 8:47 a.m.]

[File No. 812-1660]

CENTRAL INVESTMENT CORPORATION OF DENVER

Notice of Filing of Application for Order Exempting Proposed Transaction

MARCH 19, 1964.

Notice is hereby given that an application pursuant to section 17(b) of the Investment Company Act of 1940 ("Act") has been filed by Central Investment Corporation of Denver ("Central"), 611 Central Bank Building, Denver, Colorado, a registered closed-end non-diversified management investment company and a small business investment company licensed under the Small Business Investment Act of 1958, as amended. The application requests an order exempting from the provisions of section 17(a) of the Act the proposed acquisition of a note and debentures of Custom Contracting Company ("Custom") in the total principal amount of $150,000. All interested persons are referred to the application on file with the Commission for a full statement of Central's representations which are summarized below:

Custom has been engaged in the real estate development business since 1955. At present, its principal holdings consist of two commercial buildings and land being developed for residential purposes. These buildings and land have a book value of $212,054.71. All of the outstanding stock of Custom is owned by B. H. Smartt and his wife who also own 50 percent of the outstanding stock of Smartt Development Corporation ("Smartt Development"), another company engaged in the real estate development business. Central owns the remaining 50 percent of Smartt Development stock. Since Custom and Smartt Development are deemed to be under the common control of the Smartts, Custom is an affiliated person of an affiliated person of Central for purposes of the Act.

Central will acquire a note of Custom in the principal amount of $105,374, payable in approximately equal quarterly installments from June 20, 1966 to December 2, 1971, and convertible debentures of Custom in the principal amount of $44,626.50 payable in approximately equal quarterly installments from March 20, 1972 through March 20, 1974. The note and debentures will bear interest at the rate of 8 percent per annum and the debentures will be convertible into common stock of Custom at any time until their retirement at a conversion price of $31.65 face amount of debentures for each share of common stock, the book value at November 30, 1963. The note and the debentures to be held by Central will be collateralized by a second deed of trust on 15 acres of land owned by Smartt and valued by Central at $225,000, subject to a first deed of trust in the amount of $54,000.

Custom and B. H. Smartt, in his individual capacity, propose to jointly construct a 408 room apartment house at an estimated cost of $850,000. The interest of each of the parties in the apartment house is to be 50 percent. Custom will contribute the sum of $150,000 in cash representing the proceeds of the proposed loan from Central described above. Smartt, who is to be the manager of the apartment, will contribute $30,000 in cash; the equity in 12.1 acres of land having an appraised value of $181,000 less an existing first deed of trust of $66,000, his personal guarantee of the first mortgage financing on the apartment house in the amount of $677,000 and the second deed of trust, described above, on the 15 acres of land which is adjacent to the site of the proposed construction. It is anticipated that the apartment building will be leased to the government on a year-to-year basis to be used as private housing for servicemen from a nearby Air Force base.

Section 17(a) of the Act, insofar as here pertinent, prohibits an affiliated person of a registered investment company, or an affiliated person of such a person, from selling to, or purchasing from, such registered company or any company controlled by such company securities or property, unless the Commission upon application pursuant to section 17(b) grants an exemption from section 17(a) upon a finding that the terms of the proposed transaction, including the consideration to be paid, are reasonable and fair and do not involve overreaching on the part of any person concerned, that the proposed transaction is consistent with the policy of each registered investment company concerned, as recited in its registration statement and reports filed under the Act, and is consistent with the general purposes of the Act.

Notice is further given that any interested person may, not later than March 31, 1964 at 12:30 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 shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request shall 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 applicant at the address stated above. Proof of such service by affidavit or in case of an attorney-at-law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by rule 0–5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the showing contained in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

It is ordered, That the Secretary of the Commission shall send a copy of this notice by registered mail to the Director, Office of Investment, Small Business Administration, Washington, D.C., 20416.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBOIS, *Secretary*.

[F.R. Doc. 64–2831; Filed, Mar. 24, 1964; 8:47 a.m.]

[File No. 812–1551]

LIFE INSURANCE INVESTORS, INC.

Notice and Order for Hearing on Application for Order or, in the Alternative, for Order Granting Application With Respect To Proposed Transactions

MARCH 18, 1964.

Notice is hereby given that Life Insurance Investors, Inc. ("Life Investors"), 10 South LaSalle Street, Chicago, Illinois, an open-end, diversified investment company registered under the Investment Company Act of 1940 ("Act"), J. C. Bradford, J. C. Bradford, Jr., Eleanor Currie, Einar Nielson, David Steine, Kenneth H. Wood, Albert S. Hill, Allen T. Sullivan, Melville M. Barnes, Charles H. Robinson, Kenneth B. Schoen, Thomas H. Stafford, Raymond T. Smith and George W. Wells (sometimes hereinafter collectively referred to as "applicants") have filed a joint application for an order of the Commission declaring that the proposed sale by the applicants of certain shares of the common stock of The Old Line Life Insurance Company of America ("Old Line") through underwriters, as more fully described below, is not subject to the provisions of section 17(d) of the Act or rule 17d–1 promulgated thereunder. In the alternative, the joint application requests an order of the Commission pursuant to section 17(d) of the Act and rule 17d–1 promulgated thereunder permitting the proposed sale by certain of the Applicants of Old Line stock through underwriters. Applicants have designated section 38(a) of the Act as applicable to their request for the declaratory order.

All interested persons are referred to the application on file with the Commission for a complete statement of Applicants' representations, some of which are summarized below:

The relationship of each of the individual applicants to Life Investors is as follows: three of the applicants, J. C. Bradford, Raymond T. Smith and George W. Wells are members of Life Investors' board of directors consisting of five members; six of the other applicants, J. C. Bradford, Jr., Eleanor Currie, Einar Nielson, David Steine, Kenneth H. Wood and Albert S. Hill, are partners of J. C. Bradford in the investment banking firm, J. C. Bradford and Company ("Bradford & Co."); the remaining five applicants, Allen T. Sullivan, Melville M. Barnes, Charles H. Robinson, Kenneth B. Schoen and Thomas H. Stafford, are employees of Bradford & Co. As a result of their described relationships J. C. Bradford, Smith and Wells are "affiliated persons" of Life Investors within the meaning of section 2(a)(3) of the Act, and each of the other individual applicants is an affiliated person within the meaning of that section of an affiliated person (J. C. Bradford) of Life Investors, a registered company.

The number of shares of Old Line common stock owned by Life Investors and each of the aforementioned affiliated persons is set forth in the following table:

	Number of Old Line shares owned	Percent of 600,000 shares of Old Line common stock outstanding
Life Investors	27,996	4.66
Affiliates of Life Investors		
Directors of Life Investors (Board of 5)		
J. C. Bradford*	27,996	4.66
R. T. Smith	2,802	.47
G. Wells	2,802	.47
Total	33,600	5.60
Partners in Bradford & Co.**		
J. C. Bradford, Jr	2,802	.47
E. Currie	2,802	.47
E. Nielson	8,400	1.40
D. Steine	2,802	.46
K. H. Wood	2,802	.46
A. S. Hill	2,802	.47
Total	22,410	3.73
Employees of Bradford & Co.		
A. T. Sullivan	4,200	.70
M. M. Barnes	4,200	.70
C. M. Robinson	4,200	.70
K. B. Schoen	4,200	.70
T. H. Stafford	2,412	.40
Total	19,212	3.20
Total holdings of Affiliates of Life Investors	75,222	12.53

* Partner in Bradford & Co.
** J. C. Bradford is also a partner in Bradford & Co.

The applicants state that their holdings of Old Line common stock were acquired under the following circumstances: The number of shares and the prices hereinafter mentioned have been adjusted to reflect the subsequent issuance by Old Line of five shares of additional stock for each share held as a result of a five for 1 stock split and a 20 percent stock dividend.

For some years before September 15, 1961, J. C. Bradford and Raymond T. Smith, who in addition to being a director of Life Investors is also a vice-president of Alfred M. Best & Co., had been following the affairs of Old Line with the view to the possibility of acting as agents in selling a controlling interest in Old Line to another insurance company. During 1961 Bradford and Smith were informed by a large stockholder of Old Line that 275,382 shares of Old Line common stock were being offered for sale. Bradford and Smith attempted unsuccessfully to arrange a sale of this block of stock to another insurance company and then determined to form a syndicate to purchase it because of their belief that the price at which it had been offered was well below its intrinsic value.

After this determination was made, Bradford informed the other directors of Life Investors, certain of his partners and employees and other persons that Old Line common stock was for sale. The application states that the directors of Life Investors decided to purchase 27,996 shares of Old Line common stock, although the company's investment policy as well as its resources would have enabled it to purchase around 100,000 shares of such stock. However, the directors decided to limit its investment in Old Line to approximately $500,000 for the reasons, among others, that the directors considered there was an element of risk because at that time Old Line's management was comparatively new and was not well known, and that since its organization Life Investors had followed the practice of not acquiring more than a very small percentage of the outstanding stock of any company. The application also states that the directors of Life Investors also decided that the company's purchase of 27,996 shares of Old Line stock should be made "not as a member of the syndicate being formed by Bradford but by purchase directly from the sellers in a separate transaction." Pursuant to agreements dated September 15, 1961, the syndicate organized by Bradford acquired 167,610 shares of Old Line stock, and Life Investors acquired 27,996 such shares, all at an average cost of $17.86 per share.

The applicants state that they do not own any securities of Old Line other than those shown in the table above; and that they have no contracts or affiliations with Old Line, except that J. C. Bradford, who became a director of Old Line in November 1961 following the acquisition of Old Line shares described hereinabove, was a director of Old Line at the time the application was filed.

The applicants now propose that Bradford & Co. form an underwriting syndicate to distribute common stock of Old Line acquired pursuant to the agreements mentioned above. Under the proposal, this syndicate would invite all the Applicants and the other purchasers referred to hereinabove to sell their holdings of Old Line common stock. The application indicates that the applicants anticipate that all of them, with the exception of J. C. Bradford and Life Investors, will sell all of their holdings of Old Line stock through such syndicate. As respects J. C. Bradford and Life Investors, the former does not propose to sell any of his holdings and the latter will have the opportunity to decide to sell all or any part of its holdings of Old Line stock at any time prior to the signing of an underwriting agreement. It is represented that the directors of Life Investors who hold stock of Old Line will not participate in the decision as to whether Life Investors should sell. In the event that Life Investors should decide to sell Old Line stock, Bradford & Co. will withdraw from the underwriting group.

Section 17(d) of the Act and rule 17d-1 thereunder, taken together provide, among other things, that it shall be unlawful, with certain exceptions not applicable here, for an affiliated person of a registered investment company or any affiliated person of such person, acting as principal, to participate in or effect any transaction in connection with any joint enterprise or arrangement in which any such registered company, or a company controlled by such registered company, is a participant unless an application regarding such arrangement has been granted by the Commission, and that, in passing upon such an application, the Commission will consider whether the participation of such registered company or controlled company in such arrangement is consistent with the provisions, policies and purposes of the Act and the extent to which such participation is on a basis different from or less advantageous than that of other participants. A joint enterprise or arrangement as used in rule 17d-1 is defined as any written or oral plan, contract, authorization or arrangement, or any practice or understanding concerning an enterprise or undertaking whereby a registered investment company or a controlled company thereof and any affiliated person of or a principal underwriter for such registered company, or any affiliated person of such person or principal underwriter, have a joint or a joint and several participation, or share in the profits of such enterprise or undertaking.

The applicants contend that all of the purchasers of Old Line stock acted severally, and that their respective purchases were not subject to the provisions of section 17(d) of the Act. Applicants further contend that the sale of their Old Line common stock in the manner proposed would not be subject to section 17(d) of the Act. As stated hereinabove, the applicants request that, if the Commission determines that the proposed sales are subject to the provisions of section 17(d) of the Act, that the Commission issue its order under section 17(d) and rule 17d-1 granting the joint application with respect to the proposed sale under section 17(d) of the Act and rule 17d-1 thereunder.

It appearing to the Commission that it is appropriate in the public interest and in the interest of investors that a hearing be held with respect to the application:

It is ordered, Pursuant to section 40(a) of the Act, that a hearing on the aforesaid application under the applicable provisions of the Act and of the rules of the Commission thereunder be held on the 22d day of April, 1964 at 10:00 a.m. in the offices of the Securities and Exchange Commission, 425 Second Street NW., Washington, D.C., 20549. At such time the Hearing Room Clerk will advise as to the room in which such hearing will be held. Any person desiring to be heard or otherwise wishing to participate in this proceeding is directed to file with the Secretary of the Commission his application as provided by rule 9(c) of the Commission's rules of practice, on or before the date provided in the rule, setting forth any issues of law or fact which he desires to controvert or any additional issues which he deems raised by this notice and order or by such application.

It is further ordered, That James G. Ewell or any officer or officers of the Commission, designated by it for that purpose, shall preside at said hearing. The officer so designated is hereby authorized to exercise all the powers granted to the Commission under section 41 and 42(b) of the Investment Company Act of 1940 and to a hearing officer under the Commission's rules of practice.

The Division of Corporate Regulation having advised the Commission that it has made a preliminary examination of the application, and that upon the basis thereof the following matters and questions are presented for consideration, without prejudice to its specifying additional matters and questions upon further examination:

(1) Whether the contemplated sale by the applicants referred to hereinabove of any part of their holdings of Old Line common stock constitutes participation in, or effectuation of any transaction in connection with any joint enterprise, or other joint arrangement or profit-sharing plan in which Life Investors is a participant.

(2) If so, whether the participation of Life Investors in such joint enterprise, joint arrangement or profit-sharing plan on the basis proposed is consistent with the provisions, policies and purposes of the Act; and whether such participation is on a basis different from or less advantageous than that of other participants.

(3) Whether section 38(a) of the Act is applicable, and if so, whether the Commission should grant the application filed pursuant to that section; and if section 38(a) of the Act is not applicable, whether the Commission should grant the application filed pursuant to section 17(d) of the Act and rule 17d-1 thereunder.

It is further ordered, That the Secretary of the Commission shall give notice of the aforesaid hearing by mailing a copy of this notice and order by registered mail to each of the applicants, and that notice to all other persons be given by publication of this notice and order in the FEDERAL REGISTER, and that a general release of this Commission in respect of this notice and order be distributed to the press and mailed to the mailing list for releases.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F.R. Doc. 64-2832; Filed, Mar. 24, 1964; 8:47 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 297]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

MARCH 20, 1964.

The following letter-notices 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 2202 (Deviation No. 72) ROADWAY EXPRESS, INC., 1977 Gorge Boulevard, Post Office Box 471, Akron, Ohio, 44309, filed March 8, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: Between Petersburg, Va., and Montgomery, Ala., over Interstate Highway 85, 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 Petersburg over U.S. Highway 1 to Henderson, N.C., thence over U.S. Highway 158 to Oxford, N.C., thence over U.S. Highway 15 to Durham, N.C., thence over U.S. Highway 70, junction Alternate U.S. Highway 70 thence over Alternate U.S. Highway 70 to Greensboro, N.C., thence over U.S. Highway 29 via Greenville, S.C., and Atlanta, Ga., to Auburn, Ala., thence over Alabama Highway 14 to Wetumpka, Ala., thence over U.S. Highway 231 to Montgomery, and return over the same route.

No. MC 29120 (Deviation No. 4), WILSON STORAGE AND TRANSFER CO., 1500 I Avenue, Sioux Falls, S. Dak., filed March 8, 1964. 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 Interstate Highway 90 to junction U.S. Highway 14, near Janesville, Wis., thence over U.S. Highway 14 to junction U.S. Highway 16 at LaCrosse, Wis., thence over U.S. Highway 16 across the Mississippi River to junction Minnesota Highway 44, thence over Minnesota Highway 44 to junction U.S. Highway 52, thence over U.S. Highway 52 to junction U.S. Highway 16, thence over U.S. Highway 16 to junction Interstate Highway 90 near Beaver Creek, Minn., thence over Interstate Highway 90 to Sioux Falls, S. Dak., 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 pertinent service routes as follows: From Sioux City over Iowa Highway 141 to junction U.S. Highway 59, thence over U.S. Highway 59 to Denison, Iowa, thence over U.S. Highway 30 to junction Iowa Highway 330, thence over Iowa highway 330 to Marshalltown, Iowa, thence over unnumbered highway to junction U.S. Highway 30, thence over U.S. Highway 30 to junction unnumbered highway via Montour, Iowa, to junction U.S. Highway 30, thence over U.S. Highway 30 to junction Alternate U.S. Highway 30, and thence over Alternate U.S. Highway 30 to Chicago; from Chicago over Alternate U.S. Highway 30 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction unnumbered highway southeast of Marshalltown, Iowa, thence over unnumbered highway to Marshalltown, Iowa, thence over Iowa Highway 330 to junction U.S. Highway 30, thence over U.S. Highway 30 to Denison, Iowa, thence over U.S. Highway 59 to junction Iowa Highway 141, thence over Iowa Highway 141 to Sioux City; and, from Oacoma, S. Dak., over U.S. Highway 16 to Sioux Falls, thence over U.S. Highway 77 to Sioux City, and return over the same route.

No. MC 29130 (Deviation No. 5), THE ROCK ISLAND MOTOR TRANSIT COMPANY, Post Office Box 1355, Des Moines 5, Iowa, filed March 9, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions over a deviation route as follows: From junction U.S. Highway 69 and Missouri Highway 33 over Missouri Highway 33 to junction Missouri Highway 116, thence over Missouri Highway 116 to U.S. Highway 69, and return over the same route, for operating convenience only. The notice indicates that the carrier is presenly authorized to transport the same commodities over a pertinent service route as follows: Between junction U.S. Highway 69 and Missouri Highway 33 and junction U.S. Highway 69 and junction Missouri Highway 116 over to U.S. Highway 69.

No. MC 35320 (Deviation No. 12) T.I.M.E. FREIGHT, INC., Post Office Box 1120, Lubbock, Tex., filed March 12, 1964. Applicant's representative: John T. Coon (same address as applicant). Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: Between Nashville, Tenn. and Oklahoma City, Okla., over Interstate Highway 40, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: From Little Rock over U.S. Highway 65 to Conway, Ark., thence over U.S. Highway 64 to Russellville, Ark., thence over Arkansas Highway 7 to Dardanelle, Ark., thence over Arkansas Highway 22 to Fort Smith, Ark., thence over U.S. Highway 64 to Warner, Okla., thence over U.S. Highway 266 to junction U.S. Highway 62, thence over U.S. Highway 62 to Oklahoma City; from Memphis over U.S. Highway 70 to Little Rock; from Memphis over U.S. Highway 70 to Jackson; from Brownsville over U.S. Highway 79 (formerly Tennessee Highway 76) to Paris, Tenn., thence over Tennessee Highway 54 to Dresden, Tenn., thence over Tennessee Highway 22 to Union City, and from Nashville over U.S. Highway 70S (formerly U.S. Highway 70) to junction U.S. Highway 70, thence over U.S. Highway 70 to Atwood, Tenn., and return over the same routes.

No. MC 44447 (Deviation No. 22), SUBURBAN MOTOR FREIGHT, INC., 1100 King Avenue, Columbus, Ohio, 43212, carrier's attorney: Taylor C. Burneson, 3430 LeVeque-Lincoln Tower, 50 West Broad Street, Columbus, Ohio, filed March 9, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, over a deviation route as follows: Between Huntington, W. Va., and Charleston, W. Va., over Interstate Highway 64, 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 Huntington over U.S. Highway 60 to Charleston, and return over the same route.

No. MC 69116 (Deviation No. 21), SPECTOR FREIGHT SYSTEM, INC., 205 West Wacker Driver, Chicago, Ill., 60606, filed March 11, 1964. 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 Interstate Highway 90 to junction Illinois East-West Toll Road, thence over Illinois East-West Toll Road to Sugar Grove, Ill., 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 U.S. Highway 34 to junction Illinois Highway 65, thence over Illinois Highway 65 to Aurora, Ill., thence over U.S. Highway 30 to Sugar Grove, and return over the same route.

No. MC 69116 (Deviation No. 22), SPECTOR FREIGHT SYSTEM, INC., 205 West Wacker Drive, Chicago, Ill., 60606, filed March 11, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over deviation routes as follows: (A) From Chicago, Ill., over Illinois Highway 7 and Illinois Highway 4A to Joliet, Ill., and (B) from Chicago over Illinois Highway 4A to Joliet, and return over the same routes, for operating convenience only. The notice indicates that the carrier is authorized to transport the same commodities over a pertinent service route as follows: From Chicago over U.S. Highway 66 to junction Alternate U.S. Highway 66, thence over Alternate U.S. Highway 66 to Joliet, and return over the same route.

No. MC 70451 (Deviation No. 11) WATSON-WILSON TRANSPORTATION SYSTEM, INC., 1910 Harney Street, Omaha, Nebr., filed March 11, 1964. Applicant's attorney: Edward G. Bazelon, 39 South La Salle Street, Chicago 3, Ill. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Atlanta, Ga., over U.S. Highway 78 to junction U.S. Highway 31, thence over U.S. Highway 31 to junction U.S. Highway 64, thence over U.S. Highway 64 to junction U.S. Highway 70, thence over U.S. Highway 70 to junction U.S. Highway 67, thence over U.S. Highway 67 to junction U.S. Highway 80, thence over U.S. Highway 80 to junction U.S. Highway 85, thence over U.S. Highway 85 to junction U.S. Highway 60, thence over U.S. Highway 60 to Show Low, Ariz., 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 Atlanta over U.S. Highway 41 to Nashville, Tenn., thence over U.S. Highway 41A to junction U.S. Highway 460, thence over U.S. Highway 460 to junction Illinois Highway 15, thence over Illinois Highway 15 to junction Illinois Highway 13, thence over Illinois Highway 13 to junction U.S. Highway 40, thence over U.S. Highway 40 to junction U.S. Highway 24, thence over U.S. Highway 24 to junction U.S. Highway 40, thence over U.S. Highway 40 to junction U.S. Highway 83, thence over U.S. Highway 83 to junction U.S. Highway 24, thence over U.S. Highway 24 to junction Kansas Highway 27, thence over Kansas Highway 27 to junction U.S. Highway 36, thence over U.S. Highway 36 to Denver, Colo., thence over U.S. Highway 87 to junction U.S. Highway 160, thence over U.S. Highway 160 to junction U.S. Highway 550, thence over U.S. Highway 550 to junction U.S. Highway 666, thence over U.S. Highway 666 to junction U.S. Highway 66, thence over U.S. Highway 66 to junction Arizona Highway 77, thence over Arizona Highway 77 to Show Low, and return over the same route.

No. MC 76266 (Deviation No. 17), ADMIRAL-MERCHANTS MOTOR FREIGHT, INC., 2625 Territorial Road, St. Paul 14, Minn., filed March 12, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From junction U.S. Highway 69 and Interstate Highway 35 north of Des Moines, Iowa, over Interstate Highway 35 to junction U.S. Highway 69, near Osceola, Iowa, 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 junction U.S. Highway 69 and Interstate Highway 35, approximately one (1) mile north of Des Moines over U.S. Highway 69 to junction Interstate Highway 35 near Osceola, and return over the same route.

MOTOR CARRIERS OF PASSENGERS

No. MC 1515 (Deviation No. 164) GREYHOUND LINES, INC. (Southern Greyhound Lines Division), 219 East Short Street, Lexington, Ky., filed March 11, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, over a deviation route as follows: Between junction Louisiana Highway 13 and Interstate Highway 10 and Lake Charles, La., over Interstate Highway 10, and over the following access routes: (A) Between Crowley, La. and junction Louisiana Highway 13 and Interstate Highway 10, over Louisiana Highway 13, (B) between junction Interstate Highway 10 and Louisiana Highway 97, and junction Louisiana Highway 97, and U.S. Highway 90, over Louisiana Highway 97, (C) between junction Interstate Highway 10 and Louisiana Highway 26, and junction Louisiana Highway 26 and U.S. Highway 90, over Louisiana Highway 26, and (D) between junction Interstate Highway 10 and U.S. Highway 165, and junction U.S. Highways 165 and 90, over U.S. Highway 165, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers over a pertinent service route as follows: From Atlanta, Ga., over U.S. Highway 90 via New Orleans, La., to junction Louisiana Highway 30, thence over Louisiana Highway 30 to Luling, La., thence over unnumbered highway to Boutte, La., and thence over U.S. Highway 90 to Lake Charles, La., and return over the same route.

By the Commission.

[SEAL] HAROLD D. MCCOY, *Secretary*.

[F.R. Doc. 64-2836; Filed, Mar. 24, 1964; 8:47 a.m.]

[Notice 616]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

MARCH 20, 1964.

Section A. The following publications are governed by the new Special Rule 1.247 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of December 3, 1963, which became effective January 1, 1964.

Section B. 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., United States standard time (or 9:30 a.m., local daylight saving time, if that time is observed), unless otherwise specified.

APPLICATIONS ASSIGNED FOR ORAL HEARING

SECTION A—MOTOR CARRIERS OF PROPERTY

No. MC 64932 (Sub-No. 338), filed March 10, 1964. Applicant: ROGERS CARTAGE CO., a corporation, 1439 West 103d Street, 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: *Glycerol* (glycerin), crude and refined, *coconut oil, coconut oil soap stock, liquid soap* and *inedible tallow*, including fatty acids thereof, in bulk, in tank vehicles, from Aurora, Ill., and points within five (5) miles thereof, to points in Indiana, Illinois, Michigan, Missouri, Ohio, Pennsylvania, and Wisconsin.

HEARING: April 6, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Louis G. LaVecchia.

No. MC 110698 (Sub-No. 272), filed February 28, 1964. Applicant: RYDER TANK LINE, INC., Post Office Box 8418, Winston-Salem Road, Greensboro, N.C. Applicant's attorney: Francis W. McInerny, 1000-16th Street NW., Washington 36, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Vegetable oils, animals oils and fats*, and *blends thereof*, in bulk, in tank vehicles, from points in Mecklenburg County, N.C., to points in Tennessee.

NOTE: Common control may be involved.

HEARING: April 10, 1964, at the U.S. Courtrooms, Columbia, S.C., before Joint Board No. 289.

No. MC 116063 (Sub-No. 41), filed March 6, 1964. Applicant: WESTERN TRANSPORT CO., INC., Post Office Box 7346, Fort Worth, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salt, salt products*, and *mineral mixtures* from Chalmette, La., to points in Texas, Arkansas, and Mississippi.

NOTE: Common control may be involved.

HEARING: March 31, 1964, at the offices of the Interstate Commerce Commission, Washington, D.C., before Examiner David Waters.

No. MC 125487 (Sub-No. 1) (REPUBLICATION), filed February 17, 1964, published in the FEDERAL REGISTER issue of March 11, and republished this issue to furnish hearing information. Application: HAMPSHIRE TRUCKING COMPANY, INC., 149 West Birch Lane, Romney, W. Va. Applicant's representative: Donald E. Freeman, 172 East Green Street, Westminster, Md. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and materials and supplies normally used in the manufacture of fertilizer*, from points in Frederick County, Va., to points in Maryland, Pennsylvania, and West Virginia, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodities, on return.

NOTE: This application was formerly published in the March 11, 1964 issue of the FEDERAL REGISTER. It is being republished herein for the purpose of assigning it for hearing.

HEARING: April 28, 1964, at the offices of the Interstate Commerce Commission, Washington, D.C., before Examiner C. Evans Brooks.

SECTION B—MOTOR CARRIERS OF PROPERTY

No. MC 29566 (Sub-No. 82) (REPUBLICATION), filed November 12, 1963, published FEDERAL REGISTER issue of November 28, 1963, and republished, this issue. Applicant: SOUTHWEST FREIGHT LINES, INC., 1400 Kansas Avenue, Kansas City 5, Kans. Applicant's representative: Vernon M. Masters (same address as applicant). By application filed November 12, 1963, as amended at the hearing, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of meats, meat products, and meat byproducts, and articles distributed by meat packinghouses (except commodities in bulk, in tank vehicles), as described in sections A and C of Appendix I to the report in *Description in Motor Carrier Certificates* 61 M.C.C. 209 and 766, from Miami, Okla., and Carthage, Mo,. to points in Iowa, Kansas, Minnesota, Nebraska, and Wisconsin, subject to the following restriction:

This authority may not be tacked to or joined with any other authority held by applicant for the purpose of performing a through movement; and applicant may not interline any shipments under this authority with any other carrier at Miami, Okla. The application was referred to Examiner Samuel Horwich for hearing and the recommendation of an appropriate order thereon. The application was heard on a consolidated record on December 9, 1963, at Kansas City, Mo. At the hearing, applicant moved that its application be further amended to include dairy products from Carthage to points in the States sought other than Kansas. The motion was overruled. The parties, however, were permitted to submit evidence respecting such operations with the understanding that any grant of authority made with respect thereto would be subject to republication in the FEDERAL REGISTER. A report and order, served February 6, 1964, which became effective March 9, 1964, finds that the present and future public convenience and necessity requiring operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, (1) of *Meats, meat products,* and *meat byproducts,* and *articles* distributed by meat packinghouses, as described in sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates,* 61 M.C.C. 209 and 766, from Miami, Okla., and Carthage, Mo., to points in Iowa, Kansas, Minnesota, Nebraska, and Wisconsin, and (2) of *Dairy products,* as described in section B of Appendix I to the report in *Descriptions in Motor Carrier Certificates,* 61 M.C.C. 209 and 766, from Carthage, Mo., to points in Iowa, Minnesota, Nebraska, and Wisconsin, subject to the following restrictions:

(1) This authority may not be tacked to or joined with any other authority held by applicant for the purpose of performing a through movement; and applicant may not interline any shipments under this authority with any other carrier at Miami, Okla. and (2) any duplication between the authority granted herein and any other authority held by applicant shall be considered as resulting in a single operating right only, not severable by sale or otherwise. The examiner further finds that the applicant is fit, willing, and able properly to perform the proposed operations, and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder and that prior to the issuance of an appropriate certificate, proper notice of the complete scope of the authority granted herein should be republished in the FEDERAL REGISTER in order to allow a 30-day period during which any interested party who may be affected by the broadened scope of such grant, with respect to the notice of the application as previously filed, may file an appropriate pleading.

No. MC 73688 (Sub-No. 9), filed March 16, 1964. Applicant: SOUTHERN TRUCKING CORPORATION, 546 Weakley Street, Memphis, Tenn. Applicant's attorney: Charles H. Hudson, Jr., 417 Stahlman Building, Nashville, Tenn. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: (1) *Iron and steel,* and *iron and steel articles,* including but not limited to *valves, fire hydrants,* and *parts and accessories* therefor, and (2) *pipe and pipe fittings,* from points in Alabama, to points in Arkansas, Oklahoma, and points in Louisiana west of the Mississippi River.

NOTE: Applicant states that the proposed operations will be restricted against the transportation of commodities used in or in connection with the discovery, development, production, refining, manufacturing, processing, storage, transmission and distribution of natural gas, and petroleum and their by-products.

HEARING: April 6, 1964, at the Hotel Thomas Jefferson, Birmingham, Ala., before Examiner James O'D. Moran.

No. MC 94265 (Sub-No. 122), filed December 17, 1963. Applicant: BONNEY MOTOR EXPRESS, INC., Post Office Box 12388, Thomas Corner Station, Norfolk, Va. Applicant's attorney: E. Stephen Heisley, Transportation Building, Washington, 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 packing-houses,* as described in Appendix I to the report in *Descriptions in Motor Carrier Certificates,* 61 M.C.C. 209, 766, from Austin, Minn., to points in West Virginia on and south of U.S. Highway 60, points in Pike County, Ky., and points in Sullivan, Johnson, Carter, Washington, and Unicoi Counties, Tenn.

HEARING: May 15, 1964, in Room B-29, Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn., before Examiner Harry M. Shooman.

No. MC 106644 (Sub-No. 50) (AMENDMENT), filed February 25, 1964, published in FEDERAL REGISTER issue March 4, 1964, amended March 12, 1964, and republished as amended this issue. Applicant: SUPERIOR TRUCKING COMPANY, INC., 520 Bedford Place NE., Atlanta, Ga. Applicant's attorney: Guy H. Postell, Suite 693, 1375 Peachtree Street NE., Atlanta 9, Ga. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Iron and steel,* and *iron and steel articles,* including, but not limited to, valves, *fire hydrants* and *pipe* and *pipe fittings* and *parts* and *accessories thereof,* from points in Alabama, to points in Arkansas, Oklahoma and points in Louisiana west of the Mississippi River.

NOTE: Applicant states that the above proposed authority will be restricted against the transportation of commodities used in connection with the discovery, development, production, refining, manufacturing, processing, storage, transmission and distribution of natural gas and petroleum and their products and byproducts. The purpose of this republication is to include the aforementioned restriction.

HEARING: Remains as assigned April 6, 1964, at the Hotel Thomas Jefferson, Birmingham, Ala., before Examiner James O'D. Moran.

No. MC 108207 (Sub-No. 126) (REPUBLICATION), filed October 7, 1963, published FEDERAL REGISTER issue of October 30, 1963, and republished, this issue. Applicant: FROZEN FOOD EXPRESS, 318 Cadiz Street, Dallas, Tex. Applicant's attorney: Ralph W. Pulley, Jr., 617 First National Bank Building, Dallas, Tex. By application filed October 7, 1963, as amended at the hearing, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier, by motor vehicle over irregular routes, of meats, meat products, and meat byproducts, and articles distributed by meat packing houses, as described in Sections A and C of Appendix I to the report in *Descriptions In Motor Carrier Certificates,* 61 M.C.C. 209 and 766, from Miami, Okla. and Carthage, Mo., to points in Kansas, Minnesota, Wisconsin, Nebraska, and Iowa, subject to the following restriction:

This authority may not be tacked to or joined with any other authority held by applicant for the purpose of performing a through movement; and applicant may not interline any shipments under this authority with any other carrier at Miami, Okla. The application was referred to Examiner Samuel Horwich for hearing and the recommendation of an appropriate order thereon. The application was heard on a consolidated record on December 9, 1963, at Kansas City, Mo. At the hearing, applicant moved its application be further amended to include dairy products from Carthage to points in the States sought other than Kansas. The motions were overruled. The parties, however, were permitted to submit evidence respecting such operations with the understanding that any grant of authority made with respect thereto would be subject to republication in the FEDERAL REGISTER. A report and order, served February 6, 1964, which became effective March 9, 1964, finds that the present and future public convenience and necessity require operation by applicant, Frozen Food Express, Inc., in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes,

(1) of *Meats, meat products*, and *meat byproducts*, and *articles* distributed by meat packinghouses, as described in sections A and C of Appendix I to the report in *Descriptions In Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Miami, Okla., and Carthage, Mo., to points in Kansas, Minnesota, Wisconsin, Nebraska, and Iowa and (2) of *Dairy products*, as described in sections B of Appendix I to the report in *Descriptions In Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Carthage, Mo., to points in Minnesota, Wisconsin, Nebraska, and Iowa, subject to the following restrictions:

(1) This authority may not be tacked to or joined with any other authority held by applicant for the purpose of performing a through movement; and applicant may not interline any shipments under this authority with any other carrier at Miami, Okla., and (2) any duplication between the authority granted herein and any other authority held by applicant shall be considered as resulting in a single operating right only, not severable by sale or otherwise. The examiner finds that the applicant is fit, willing, and able properly to perform the proposed operations, and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder and that prior to the issuance of an appropriate certificate proper notice of the complete scope of the authority granted herein should be republished in the FEDERAL REGISTER in order to allow a 30-day period during which any interested party who may be affected by the broadened scope of such grant, with respect to the notice of the application as previously filed, may file an appropriate pleading.

No. MC 125430 (Sub-No. 1) (AMENDMENT), filed December 19, 1963, published FEDERAL REGISTER issue February 19, 1964, republished as amended, this issue. Applicant: CLAUDE W. WAGNER, McHenry, Md. Applicant's attorney: James J. Doherty, 432 West Pratt Street, Baltimore 1, Md. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Such commodities as are dealt in by retail grocery stores*, between points in Fayette, Westmoreland, Allegheny, and Washington Counties, Pa., Garrett and Allegany Counties, Md., and Preston and Mineral Counties, W. Va., (2) *lumber and lumber products*, between points in Garrett and Allegany Counties, Md., on the one hand, and, on the other, points in North Carolina, Tennessee, South Carolina, Virginia, and points in Fayette, Westmoreland, Allegheny, and Washington Counties, Pa., and (3) *fertilizer*, between points in York County, Pa., on the one hand, and, on the other, points in Garrett and Allegany Counties, Md.

NOTE: The purpose of this republication is to add the state of Virginia in (2), to eliminate barn cleaning powder as a commodity in (3), and to show the postponement of the original hearing date of March 25, 1964, to date as shown below.

HEARING: April 28, 1964, at the offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James A. McKiel.

MOTOR CARRIERS OF PASSENGERS

No. MC 12871 (REPUBLICATION), filed June 12, 1963, published FEDERAL REGISTER issue of August 14, 1963, and republished, this issue. Applicant GRACE CONKLIN, doing business as GRACE CONKLIN TOURS, 541 Croyden Road, Cheltenham, Pa. Applicant's attorney: Harry J. J. Bellwoar, Jr., 2901-04 Philadelphia Saving Fund Building, 12 South 12th Street, Philadelphia 7, Pa. By application filed June 12, 1963, applicant seeks a license authorizing operation at Chelthenham, Pa., as a broker in arranging transportation by motor vehicle, in interstate or foreign commerce, of passengers and their baggage as individuals and groups in round trip all expense tours, beginning and ending at Philadelphia, Pa., and extending to points in the United States. The application was referred to Joint Board No. 65 for hearing and the recommendation of an appropriate order thereon. The board waived its right to participate in the proceeding by the failure of any member to appear and the hearing was held before Examiner H. Reece Harrison.

Hearing was held on November 15, 1963, at Philadelphia and on December 3, 1963, at Washington, D.C. At the hearing the application was amended so that it is now seeking authority to begin and end the operations at Elkins Park, Pa., and extending to points in the United States. A report and order, served January 27, 1964, which became effective February 26, 1964, finds that operation by applicant at Cheltenham, Pa., as a broker in arranging for transportation by motor vehicle, in interstate or foreign commerce, of passengers and their baggage, in charter operations in round trip all-expense tours beginning and ending at Elkins Park, Pa., and extending to points in Virginia, West Virginia, District of Columbia, Maryland, Delaware, Pennsylvania, New York, Connecticut, and Massachusetts, will be consistent with the public interest and the national transportation policy; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and with the rules and regulations of the Commission thereunder and that an appropriate license should be issued.

The grant of authority to operate from and to Elkins Park is different from the application as originally filed and as published in the FEDERAL REGISTER. The evidence established a need for the operation as described in the findings. However, before a license is issued, the findings should be republished in the FEDERAL REGISTER to afford any interested person, other that protestants that have presented evidence in the proceeding, who may be adversely affected by such grant of authority 30 days to petition for reconsideration of the proceeding in order to protect their interest in the matter.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN ELECTED

MOTOR CARRIERS OF PROPERTY

No. MC 119988 (Sub-No. 8), filed October 3, 1963. Applicant: GREAT WESTERN TRUCKING CO., INC., 811½ North Timberland Drive, Lufkin, Tex. Applicant's attorney: Mert Starnes, 721 Brown Building, Austin, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wirebound poultry boxes*, from Picayune, Miss., to points in Calcasieu Parish, La., and to points in Texas within the following described boundary including points on such boundary: From Texarkana, over U.S. Highway 67 to Greenville, thence over Texas Highway 34 to Ennis, thence over Interstate Highway 45 to Corsicana, thence over Texas Highway 31 to Waco, thence over Texas Highway 6 to Navasota, thence over Texas Highway 90 to Roans Prairie, thence over Texas Highway 30 to Huntsville, thence over U.S. Highway 190 to the Texas-Louisiana boundary, thence north along the boundary of Texas and Louisiana to Texarkana; and *damaged and rejected shipments*, on return.

APPLICATIONS FOR CERTIFICATES OR PERMITS WHICH ARE TO BE PROCESSED CONCURRENTLY WITH APPLICATIONS UNDER SECTION 5 GOVERNED BY § 1.240 TO THE EXTENT APPLICABLE

No. MC 98645 (Sub-No. 2), filed March 19, 1964. Applicant: AYERS CARTAGE COMPANY, a corporation, 500 East South Water Street, Chicago, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *General commodities* (except household goods and commodities in bulk, in tank or hopper type vehicles) within a fifty (50) mile radius of 464 West 24th Place, Chicago, Illinois, and to transport such property to or from any point outside of such authorized area of operations for a shipper or shippers within such area; (2) *general commodities* (except household goods and commodities in bulk, in tank or hopper type vehicles) moving on Government Bills of Lading, between points in Illinois; and (3) *Classes A, B and C explosives*, and *dangerous articles*, between points in Illinois.

NOTE: This is a matter directly related to MC-F 8698, published this issue.

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-8645 (HYMAN TRANSPORTATION CO.—PURCHASE—BEN BLINDER), published in the January 15, 1964, issue of the FEDERAL REGISTER, on page 385. Application filed March 16, 1964, for temporary authority under section 210a(b).

No. MC-F-8694. Authority sought for purchase by KEYSTONE TRUCK LINES, INC., 321 Heavy Trafficway, Tulsa, Okla., of a portion of the operating rights of TEXAS-OKLAHOMA EXPRESS, INC., 2515 Irving Boulevard, Dallas 21, Tex., and for acquisition by PRENTISS SHELLEY, also of Tulsa, Okla., of control of such rights through the purchase. Applicants' attorney: Reagan Sayers, Century Life Building, Fort Worth, Tex., 76102. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier* over regular routes, between Tulsa, Okla., and Enid, Okla., serving only points between Tulsa, on the one hand, and Tonkawa, Garber, Billings, and Enid, Okla., on the other, and between any two of the following points, Ponca City, Tonkawa, Garber, Billings, and Enid, Okla., between Enid, Okla., and Fairview, Okla., serving all intermediate points, between Fairview, Okla., and Woodward, Okla., serving the intermediate points of Cestos, Cici, and Sharon, Okla. Vendee is authorized to operate as a *common carrier* in Oklahoma, Texas, Arkansas, and Missouri. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8695. Authority sought for purchase by ARROW TRUCKING CO., Post Office Box 8627, 3131 North Lewis, Tulsa, Okla., of a portion of the operating rights of D. E. McALISTER GRAHAM, doing business as McALISTER TRUCKING CO., Post Office Box 839, Abilene, Tex., and for acquisition by C. F. COURTNEY, also of Tulsa, Okla., of control of such rights through the purchase. Applicants' attorneys: W. T. Brunson, 419 Northwest Sixth Street, Oklahoma City, Okla., and Ewell H. Muse, Jr., 415 Perry Brooks Building, Austin, Tex. Operating rights sought to be transferred: *Machinery, equipment, materials*, and *supplies*, used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and byproducts, and *machinery, equipment, materials*, and *supplies* used in, or in connection with the construction, operation, repair, servicing, maintenance and dismantling of pipe lines, including the stringing and picking up thereof, except the stringing and picking up of pipe in connection with main pipe lines, as a *common carrier* over irregular routes, between points in Texas, on the one hand, and, on the other, points in Colorado, Wyoming, Utah, and Montana; *machinery, and equipment*, used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of sulphur and its products, and *materials and supplies* (not including sulphur) used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of sulphur and its products, restricted to the transportation of shipments of materials and supplies moving to or from exploration, drilling, production, job, construction, plant (including refining, manufacturing, and processing plant) sites or storage sites, between points in Texas, on the one hand, and, on the other, points in Wyoming; *machinery, equipment, materials, and supplies* used in or in connection with, the drilling of water wells, between points in Texas, on the one hand, and, on the other, points in Colorado, Wyoming, Utah, and Montana; and *machinery, equipment, materials, and supplies*, used in or in connection with the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, other than pipelines used for the transmission of natural gas, petroleum, their products and byproducts, water, or sewerage, restricted to the transportation of shipments moving to or from pipeline rights of way, between points in Texas, on the one hand, and, on the other, points in Colorado, Wyoming, Utah, and Montana. Vendee is authorized to operate as a *common carrier* in Oklahoma, Kansas, Texas, Louisiana, Arkansas, Mississippi, and New Mexico. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8697. Authority sought for merger into GORDONS TRANSPORTS, INC., 185 West McLemore, Memphis, Tenn., of the operating rights and property of HUFF TRUCK LINE, INC., 185 West McLemore, Memphis, Tenn., and for acquisition by A. W. GORDON, JR., M. M. GORDON, and ESTHER GORDON CATO (EXECUTORS of the estate of A. W. GORDON, SR.), M. M. GORDON, A. W. GORDON, JR., JOHN K. GORDON, ESTHER G. CATO, and MARY CONAWAY, all of 185 West McLemore, Memphis, Tenn., of control of such rights and property through the transaction. Applicant's attorney: James W. Wrape, 2111 Sterick Building, Memphis, Tenn. Operating rights sought to be merged: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier* over regular routes, between points in Louisiana as follows: from New Orleans over Louisiana Highway 30 via Luling to Donaldsonville, thence over Louisiana Highway 168 to Port Allen, thence over U.S. Highway 190 to junction Louisiana Highway 93, and thence over Louisiana Highway 93 to New Roads (also from New Orleans over U.S. Highway 90 via Boutte to Raceland, thence over Louisiana Highway 29 to Donaldsonville; also from Luling over unnumbered highway to Boutte), from New Orleans over U.S. Highway 51 to Kentwood, from Fluker over Louisiana Highway 35 to Greensburg, from Tangipahoa over Louisiana Highway 149 to Spring Creek, from Arcola over Louisiana Highway 302 to junction Louisiana Highway 1095, thence over Louisiana Highway 1095 to junction Louisiana Highway 973, thence over Louisiana Highway 973 to junction Louisiana 149, and thence over Louisiana Highway 149 to Spring Creek, serving all intermediate points; between La Place, La., and Baton Rouge, La., serving all intermediate points, between Kenner, La., and Baton Rouge, La., serving all intermediate points between Baton Rouge and Burnside, La., between Burnside, La., and Sorrento, La., serving all intermediate points, between Greensburg, La., and Baton Rouge, La., serving no intermediate points, between Baton Rouge, La., and Greenwell Springs, La., between Baton Rouge, La., and Port Allen, La., serving all intermediate points, between junction Louisiana Highways 37 and 449 and Burnside, La., serving all intermediate points between Denham Springs, and Burnside, La. GORDONS TRANSPORTS, INC., is authorized to operate as a *common carrier* in Illinois, Tennessee, Missouri, Mississippi, Louisiana, Alabama, Kentucky, Arkansas, Georgia, Oklahoma, and Texas. Application has not been filed for temporary authority under section 210a(b).

NOTE: GORDONS TRANSPORTS, INC., controls HUFF TRUCK LINE, INC., through ownership of capital stock, pursuant to authority granted in Docket No. MC-F-7474, effective October 3, 1961.

No. MC-F-8698. Authority sought for control by PACIFIC INTERMOUNTAIN EXPRESS CO., 1417 Clay Street, Post Office Box 958, Oakland 4, Calif., of AYERS CARTAGE COMPANY, 500 East South Water Street, Chicago 1, Ill. Applicants' attorney: W. S. Pilling, 1417 Clay Street, Post Office Box 958, Oakland 4, Calif. Operating rights sought to be controlled: Under the "grandfather" provisions of section 206(a)(7) of the Act, pursuant to BOR-99, in No. MC-98645 Sub-1, seeking a certificate of registration covering the transportation of *General commodities* (except household goods and commodities in bulk in tank or hopper type vehicles) within a fifty (50) mile radius of 464 West 24th Place, Chicago, Illinois, and to transport such property to or from any point outside of such authorized area of operations for a shipper or shippers within such area; *general commodities* (except household goods and commodities in bulk, in tank or hopper type vehicles) moving on Government Bills of Lading, between all points in the State of Illinois; and class A, B and C explosives, and dangerous articles, between all points in the State of Illinois. PACIFIC INTERMOUNTAIN EXPRESS CO., is authorized to operate as a *common carrier* in Colorado, Utah, Wyoming, California, Nevada, Idaho, Missouri, Kansas, Illinois, Oregon, Washington, Oklahoma, Iowa, Nebraska, Wisconsin, Arizona, Montana, Texas, New Mexico, Michigan, Indiana, Ohio, Minnesota, North Dakota, and Florida. Application has been filed for temporary authority under section 210a(b).

NOTE: No. MC-98645 Sub 2 to be handled concurrently.

By the Commission.

[SEAL] HAROLD D. MCCOY, *Secretary.*

[F.R. Doc. 64-2838; Filed, Mar. 24, 1964; 8:47 a.m.]

[Notice 617]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

MARCH 20, 1964.

The following publications are governed by the new special rule 1.247 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of December 3, 1963, which became effective January 1, 1964.

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 30844 (Sub-No. 143), filed March 16, 1964. Applicant: KROBLIN REFRIGERATED XPRESS, INC., Post Office Box 218, Sumner, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Darien, Wis., to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Missouri, Nebraska, Ohio, Oklahoma, and Texas.

NOTE: Applicant states that the proposed operations will be restricted against tacking and interlining at origin.

HEARING: April 22, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Joseph A. Reilly.

No. MC 31600 (Sub-No. 562), filed March 9, 1964. Applicant: P. B. MUTRIE MOTOR TRANSPORTATION, INC., Calvary Street, Waltham, Mass., 02154. Applicant's attorney: Harry C. Ames, Transportation Building, Washington 6, D.C. 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 the Colonial Pipe Line Company facilities and terminals located in Delaware, Maryland, New Jersey, New York, and Pennsylvania, to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia.

HEARING: April 6, 1964, at the offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Leo M. Pellerzi.

No. MC 42261 (Sub-No. 81), filed March 12, 1964. Applicant: LANGER TRANSPORT CORP., Route 1, Foot of Danforth Avenue, Jersey City, N.J. Applicant's attorney: S. S. Eisen, 140 Cedar Street, New York 6, N.Y. 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 the Colonial Pipe Line Company facilities and terminals located in Delaware, Maryland, New Jersey, New York, and Pennsylvania, to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia.

HEARING: April 6, 1964, at the offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Leo M. Pellerzi.

No. MC 103490 (Sub-No. 54), filed March 10, 1964. Applicant: PROVAN PETROLEUM TRANSPORTATION COMPANY, INC., 210 Mill Street, Newburgh, N.Y. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroluem products*, in bulk, in tank vehicles, from the Colonial Pipe Lines Company facilities and terminal located at points in New Jersey, New York, and Pennsylvania to points in Connecticut, Massachusetts, New Jersey, New York, Pennsylvania, and Rhode Island.

NOTE: Applicant has a pending contract application MC 125709; therefore dual operations may be involved.

HEARING: April 6, 1964, at the offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Leo M. Pellerzi.

No. MC 108188 (Sub-No. 8), filed March 18, 1964. Applicant: ROLLO TRUCKING CORPORATION, INC., 295 Broadway and Maple Place, Keyport, N.J. Applicant's attorney: Morton E. Kiel, 140 Cedar Street, New York 6, N.Y. 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 the Colonial Pipeline Company terminals and facilities located in Delaware, Maryland, New Jersey, New York, and Pennsylvania to points in New Jersey, New York, Pennsylvania, Delaware, Maryland, and Connecticut.

HEARING: April 6, 1964, at the offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Leo M. Pellerzi.

No. MC 113267 (Sub-No. 127), filed March 18, 1964. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. Applicant's representative: Fred M. Figge (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Darien, Wis., to points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee.

HEARING: April 22, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Joseph A. Reilly.

No. MC 119792 (Sub-No. 12), filed March 12, 1964. 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: *Frozen foods*, from the plant site of Libby, McNeill & Libby at or near Darien, Wis., to points in Arkansas, Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina and Tennessee. RESTRICTION: The authority sought herein is restricted to the transportation of shipments originating at the plant site of Libby, McNeill & Libby at or near Darien, Wis.

HEARING: April 22, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Joseph A. Reilly.

No. MC 119792 (Sub-No. 13), filed March 12, 1964. 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, dairy products, and articles distributed by meat packinghouses* (other than commodities in bulk, in tank vehicles), as described in sections A, B, 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 Emporia, Kans., to points in Arkansas, Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 125368 (Sub-No. 4), filed March 11, 1964. Applicant: CONNELL TRANSPORT CO., INC., Post Office Box 846, Warren, Ohio. 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 by-products*, 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 Emporia, Kans., to points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Maryland, the District of Columbia, West Virginia, and Delaware.

NOTE: Applicant holds contract carrier authority in MC 111442; therefore dual operations may be involved.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

By the Commission.

[SEAL] HAROLD D. MCCOY, *Secretary.*

[F.R. Doc. 64-2839; Filed, Mar. 24, 1964; 8:47 a.m.]

[Notice 618]

MOTOR CARRIER, BROKER, WATER CARRIER AND FREIGHT FORWARDER APPLICATIONS

MARCH 20, 1964.

The following applications are governed by special rule 1.247 [1] of the Commission's general rules of practice (49 CFR 1.247), published in the FEDERAL REGISTER, issue of December 3, 1963, effective January 1, 1964. These rules provide, among other things, that a protest to the granting of an application must be filed with the Commission within 30 days after date of notice of filing of the application is published in the FEDERAL REGISTER. Failure seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. A protest under these rules should comply with § 1.40 of the general rules of practice which requires that it set forth specifically the grounds upon which it is made and specify with particularity the facts, matters, and things relied upon, but shall not include issues or allegations phrased generally. Protests not in reasonable compliance with the requirements of the rules may be rejected. The original and six (6) copies of the protests shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such requests shall meet the requirements of § 1.247(d)(4) of the special rule. Subsequent assignment of these proceedings for oral hearing, if any, will be by Commission order which will be served on each party of record.

No. MC 340 (Sub-No. 14), filed March 16, 1964. Applicant: QUERNER TRUCK LINES, INC., 1131 Austin Street, San Antonio, Tex. Applicant's attorney: B. W. La Tourette, Jr., Suite 1230 Boatmen's Bank Building, St. Louis 2, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), serving the Village of Champ, Mo. (also known as Champ Industrial Village), as an off-route point in connection with applicant's authorized regular route operation to and from St. Louis, Mo.

NOTE: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 906 (Sub-No. 44), filed March 9, 1964. Applicant: CONSOLIDATED FORWARDING CO., INC., 1300 North 10th, St. Louis, Mo. Applicant's attorney: Glenn W. Stephens, 121 West Doty Street, Madison, Wis., 53703. 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). (1) Between Kansas City, Kans. and Marshall, Mo., from Kansas City over U.S. Highway 40 to junction Missouri Highway 13, thence over Missouri Highway 13 to Higginsville, Mo., and thence over Missouri Highway 20 to Marshall, and return over the same route. Service will be authorized without restriction to and from all intermediate points, intermediate and off-route points in Wyandotte County, Kans., off-route points in that part of Missouri bounded by a line beginning at Sweet Springs and extending along Missouri Highway 127 to junction Missouri Highway 20, thence along Missouri Highway 20 to junction Missouri Highway 13, thence along Missouri Highway 13 to the Blackwater River, thence along the Blackwater River to Missouri Highway 127 and thence along Missouri Highway 127 to the point of beginning, off-route points in that part of Johnson County, Mo., north of the Blackwater River, including points on the indicated portions of the highways specified in describing the foregoing off-route point areas, and the off-route points of Mayview, Lexington, and Mt. Leonard, Mo. Service will also be authorized to all other off-route points within ten miles of Higginsville, restricted to pickup of livestock and delivery of general commodities. (2) Between Higginsville, Mo. and East St. Louis, Ill., from Higginsville over Missouri Highway 13 to junction U.S. Highway 40, thence over U.S. Highway 40 to East St. Louis, and return over the same route. Service will be authorized to and from the intermediate points of St. Louis, Concordia and Sweet Springs, Mo., and the off-route points of Warrensburg and Emma, Mo.

NOTE: Applicant states it now holds the above authority subject to the following restriction: "The service authorized herein is restricted against service on traffic that originates or is handled through interchange at points in the St. Louis, Mo.-East St. Louis, Ill. Commercial Zone, as defined by the Commission, and is destined to points in the Kansas City, Mo.-Kansas City, Kans. Commercial Zone as defined by the Commission, or on similar movements in the reverse direction." Applicant states further that the purpose of this application is to remove the aforementioned restriction. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 2754 (Sub-No. 13), filed March 9, 1964. Applicant: NEUENDORF TRANSPORTATION CO., a corporation, 121 South Stoughton Road, Madison, Wis. Applicant's attorney: Edward Solie, 4513 Vernon Boulevard, Madison 5, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment) (1) between Medford, Wis., and Park Falls, Wis., over Wisconsin Highway 13, serving all intermediate points, (2) between Ogema, Wis., and Tomahawk, Wis., over Wisconsin Highway 86, serving all intermediate points, (3) between junction U.S. Highway 51 and Portage County Highway D, and Almond, Wis., over Portage County Highway D, serving all intermediate points, (4) between junction U.S. Highway 51 and Wisconsin Highway 82 and Oxford, Wis., over Wisconsin Highway 82, serving all intermediate points, (5) between junction Wisconsin Highways 64 and 97, west of Goodrich, and Merrill, Wis., over Wisconsin Highway 64, serving all intermediate points, (6) between junction of U.S. Highway 51 and Wisconsin Highway 73, west of Plainfield, and Tomahawk, Wis., over U.S. Highway 51, serving all intermediate points, (7) between Portage, Wis., and Wisconsin Rapids, Wis.; from Portage over U.S. Highway 16 to Wisconsin Dells, thence over Wisconsin Highway 13 to Wisconsin Rapids, and return over the same route, serving all intermediate points except Wisconsin Dells, (8) between Wausau, Wis., and Eau Claire, Wis.; from Wausau over Wisconsin Highway 29 to Chippewa Falls, thence over U.S. Highway 53 to Eau Claire, and return over the same route, as an alternate route for operating convenience only, serving no intermediate points except as now authorized in Certificate MC 2754, and (9) between Madison, Wis., and junction U.S. Highways 12 and 10, east of Fairchild, over U.S. Highway 12, as an alternate for operating convenience only, serving no intermediate points.

NOTE: Applicant states that the proposed operations will be tacked to its present regular-route operations. If a hearing is deemed necessary applicant requests it be held at Madison, Wis.

No. MC 11618 (Sub-No. 4) filed March 9, 1964. Applicant: ABRAHAM LUSTBERG, doing business as ALCO EXPRESS CO., 2709 Summit Avenue, Union City, N.J. Applicant's attorney: Herman B. J. Weckstein, 1060 Broad Street, Newark 2, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transport-

[1] Copies of special rule 1.247 can be obtained by writing to the Secretary, Interstate Commerce Commission, Washington, D.C., 20423.

ing: *Wearing apparel* and *materials and supplies used in the manufacture thereof,* between Rahway, N.J., on the one hand, and, on the other, New York, N.Y.

NOTE: If a hearing is deemed necessary applicant requests it be held at Newark, N.J.

No. MC 24538 (Sub-No. 10), filed March 5, 1964. Applicant: FRED STEWART, CORDELIA STEWART, RODNEY STEWART AND TROY STEWART, doing business as FRED STEWART COMPANY, a partnership, Post Office Box 659, Magnolia, Ark. Applicant's attorney: Joe G. Fender, 2033 Norfolk Street, Houston 6, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Machinery, equipment, materials, and supplies used in, and in connection with, the discovery, development, production, refining, manufacture processing, storage, transmission and distribution of natural gas and petroleum and their products and by-products, and machinery, equipment, materials and supplies used in, and in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipelines*, including (except in connection with main and trunk pipelines), the stringing and picking up thereof, between points in Oklahoma, on the one hand, and, on the other, points in Arkansas.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Little Rock, Ark.

No. MC 29566 (Sub-No. 86), filed March 16, 1964. Applicant: SOUTHWEST FREIGHT LINES, INC., 1400 Kansas Avenue, Kansas City, 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, (1) from Arkansas City, Kans., to points in Arkansas, (2) from Arkansas City, Kans., to points in the Minneapolis-St. Paul, Minn., commercial zone as defined by the Commission, and (3) from Arkansas City, Kans., to Milwaukee, Wis., and *empty containers or other such incidental facilities* (not specified) used in transporting the above named commodities, in (1), (2), and (3) on return.

NOTE: Applicant states that the proposed operation is to be restricted against any transportation in bulk, in tank vehicles. Common control may be involved. If a hearing is deemed necessary applicant requests it be held at Kansas City, Mo.

No. MC 44128 (Sub-No. 32), filed March 4, 1964. Applicant: THE TRANSPORT CORPORATION, 126 South Main Street, Blackstone, Va. Applicant's attorney: James E. Wilson, Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Reconstituted, reconstructed* or *homogenized tobacco*, from Bermuda Hundred, Va., to Durham and Reidsville, N.C., Richmond, Va., and Louisville, Ky.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 52743 (Sub-No. 14), filed March 9, 1964. Applicant: MIAMI TRANSPORTATION COMPANY, INC. OF INDIANA, 1220 Harrison Avenue, Cincinnati, Ohio, 45214. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, livestock, household goods, as defined by the Commission, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading), (1) between Marietta, Ohio, and Parkersburg, W. Va., from Marietta over Ohio Highway 7 to Belpre, Ohio, thence over U.S. Highway 50 to Parkersburg, and (2) between Saint Albans, W. Va., and Point Pleasant, W. Va., from Saint Albans over U.S. Highway 60 to junction West Virginia Highway 17, thence over West Virginia Highway 17 to Henderson, W. Va., thence over West Virginia Highway 2 to Point Pleasant, and return over the same routes in (1) and (2), serving no intermediate points as alternate routes, for operating convenience only, in connection with applicant's authorized regular-route operations, and (3) serving Northfield and West Richfield, Ohio, as off-route points, in connection with applicant's authorized regular-route operations.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Cincinnati, Ohio.

No. MC 55236 (Sub-No. 84), filed March 16, 1964. Applicant: OLSON TRANSPORTATION COMPANY, a corporation, 1970 South Broadway, Green Bay, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in tank and hopper type vehicles, from Waukegan, Ill., and points within five (5) miles thereof to points in Indiana, Ohio, Michigan, New York, Louisiana, Georgia, Delaware, North Carolina, South Carolina, and Wisconsin.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 56082 (Sub-No. 53), filed March 5, 1964. Applicant: DAVIS & RANDALL, INC., Chautauqua Road, Fredonia, N.Y. Applicant's attorney: Albert J. Tener, Bank of Jamestown Building, Jamestown, N.Y., 14701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages and advertising materials*, from New York, N.Y., and Newark, N.J., to points in New York, Ohio, Indiana, Illinois, Michigan, Missouri, and Louisville, Ky., and *empty containers or other such incidental facilities* used in transporting the above described commodities on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Buffalo, N.Y.

No. MC 56082 (Sub-No. 54), filed March 5, 1964. Applicant: DAVIS & RANDALL, INC., Chautauqua Road, Fredonia, N.Y. Applicant's attorney: Albert J. Tener, Bank of Jamestown Building, Jamestown, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen fruits, frozen vegetables and processed foods*, (1) from points in New York, west of U.S. Highway 11 to points in California, Colorado, Kansas, Missouri, Oregon, and Washington, and (2) from points in California, Idaho, Oregon, and Washington, to points in Ohio, New York, and Pennsylvania, and *empty containers or other such incidental facilities* (not specified), used in transporting the commodities specified above on return.

NOTE: If a hearing is deemed necessary applicant requests it be held at Buffalo, N.Y.

No. MC 73688 (Sub-No. 8), filed March 5, 1964. Applicant: SOUTHERN TRUCKING CORPORATION, 546 Weakley, Memphis, Tenn. Applicant's attorney: Charles H. Hudson, Jr., 417 Stahlman Building, Nashville, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: Knocked down *incinerators*, garbage or offal, iron or steel, and *accessories thereto* including *blow pipe*, in truckload lots on flatbed trailers, from Memphis, Tenn., to points in Arkansas, Louisiana, Kentucky, Texas, Florida, South Carolina, Virginia, Mississippi, Missouri, Alabama, Oklahoma, Georgia, and North Carolina.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn.

No. MC 76032 (Sub-No. 185), filed March 3, 1964. Applicant: NAVAJO FREIGHT LINES, INC., 1205 South Platte River Drive, Denver 23, Colo. Applicant's attorney: O. Russell Jones, 142 West Palace Avenue, Santa Fe, N. Mex. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Classes A, B, and C explosives, shipper owned compressed gas trailers loaded with compressed gas* (other than liquefied petroleum gas), or empty, and *general commodities*, (except those of unusual value, household goods as defined by the Commission, commodities in bulk, commodidities requiring special equipment (not including those requiring refrigeration), and those injurious or contaminating to other lading), between junction U.S. Highways 285 and 64 located at or near Espanola, N. Mex., and junction U.S. Highway 160 and Colorado Highway 159, located at or near Fort Garland, Colo., from junction U.S. Highways 285 and 64, over U.S. Highway 64 to junction New Mexico Highway 3 located at or near Taos, N. Mex., thence over New Mexico Highway 3 to New Mexico-Colorado State line, thence over Colorado Highway 159 to junction with U.S. Highway 160 located at or near Fort Garland, Colo., and return over the same route, serving the intermediate point of Questa, N. Mex., the junctions of U.S. Highways 285 and 64 and U.S. Highway 160 and Colorado Highway 159 for joinder purposes only, and the plant site of Molybdenum Corporation of America, located at or near Questa, N. Mex., as an off-route point in connection with applicant's authorized regular route operations.

NOTE: Common control may be involved. If a hearing is deemed necessary applicant requests it be held at Santa Fe, N. Mex.

No. MC 82808 (Sub-No. 7), filed March 4, 1964. Applicant: LEWIS R. HUNT AND C. L. HUNT, doing business as HUNT AND SON, Holden, Mo. Applicant's attorney: Joseph R. Nacy, 117 West High Street, Jefferson City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Veneering, lumber, building materials, special tools for farm machinery, special farm machinery, equipment and accessories for farm machinery, special tools for road equipment, equipment and accessories for road equipment, saws, sawmills, woodworking equipment and machinery*, and *anchors*, from Pleasant Hill, Mo., to points in Missouri, Illinois, Kansas, Nebraska, Oklahoma, Iowa, Indiana, Ohio, Pennsylvania, Colorado, Arkansas, Minnesota, Tennessee, Mississippi, Michigan, Texas, Kentucky, and Wisconsin, (2) *coke, pig iron, and steel stock*, from points in Missouri, Illinois, Kansas, Nebraska, Oklahoma, Iowa, Indiana, Ohio, Pennsylvania, Colorado, Arkansas, Minnesota, Tennessee, Mississippi, Michigan, Texas, Kentucky, and Wisconsin to Pleasant Hill, Mo.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 94265 (Sub-No. 128), filed March 9, 1964. Applicant: BONNEY MOTOR EXPRESS, INC., Post Office Box 12388, Thomas Corner Station, Norfolk, Va. Applicant's attorney: Harry C. Ames, Jr., Transportation Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Prepared foodstuffs*, in mechanically refrigerated equipment, from New Albany, Ind., to points in Pennsylvania, Virginia, South Carolina, North Carolina, and Florida.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 103051 (Sub-No. 169), filed March 9, 1964. Applicant: FLEET TRANSPORT COMPANY, INC., 340 Armour Drive NE., Atlanta, Ga. Applicant's attorney: R. J. Reynolds, Suite 403-11 Healey Building, Atlanta, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid urea*, in bulk, in tank vehicles, from Tyner, Tenn., to points in Colquitt County, Ga.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 103252 (Sub-No. 2), filed March 5, 1964. Applicant: C. S. STUART, INC., 17 Pope Lane, South Windham, Maine. Applicant's attorney: Frederick T. McGonagle, 431 Congress Street, Portland, Maine. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Horses*, other than ordinary, *livestock, and equipment and paraphernalia incidental* to the transportation, care, and display of such horses, between points in Florida, Georgia, North Carolina, South Carolina, Maryland, Kentucky, Ohio, and New York.

NOTE: Applicant intends to tack the proposed authority with its present authority in MC 103252, which authorizes the transportation of horses, other than ordinary, between points in Maine, New Hampshire, Vermont, Massachusetts, New York, and Pennsylvania. If a hearing is deemed necessary applicant requests it be held at Portland, Maine.

No. MC 103654 (Sub-No. 78), filed March 9, 1964. Applicant: SCHIRMER TRANSPORTATION COMPANY, INCORPORATED, 1145 Homer Street, St. Paul 16, Minn. Applicant's attorney: Donald A. Morken, 1000 First National Bank Building, Minneapolis, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia*, in bulk, in tank vehicles, from Owatanna, Minn., to points in Wisconsin and Iowa.

NOTE: If a hearing is deemed necessary applicant requests it be held at Minneapolis, Minn.

No. MC 103654 (Sub-No. 79), filed March 9, 1964. Applicant: SCHIRMER TRANSPORTATION COMPANY, INCORPORATED, 1145 Homer Street, St. Paul 16, Minn. Applicant's attorney: Donald A. Morken, 1000 First National Bank Building, Minneapolis, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal tar, coal tar products* and *coke*, in bulk, from points in Hennepin and Ramsey Counties, Minn., to points in Iowa, Wisconsin, Minnesota, and the Upper Peninsula of Michigan.

NOTE: If a hearing is deemed necessary applicant requests it be held at Minneapolis, Minn.

No. MC 106400 (Sub-No. 50), filed March 5, 1964. Applicant: KAW TRANSPORT COMPANY, a corporation, 701 North Sterling, Sugar Creek, Mo. 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 Palmyra, Mo., and points within ten (10) miles thereof, to points in Iowa, Illinois, and Missouri, and *damaged and rejected shipments only*, on return.

NOTE: If a hearing is deemed necessary applicant does not specify a particular location.

No. MC 106644 (Sub-No. 51), filed March 4, 1964. Applicant: SUPERIOR TRUCKING COMPANY, INC., 520 Bedford Place NE., Atlanta, Ga. Applicant's attorney: Monty Schumacher, 1375 Peachtree Street NE., Atlanta, Ga., 30309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Conduit and pipe, composed of cement and asbestos fiber, and fittings, parts, and accessories thereof*, from Ragland, Ala. to points in Mississippi, Louisiana, Arkansas, Texas, Georgia, Florida, South Carolina, North Carolina, Virginia, West Virginia, and Kentucky, and *returned, damaged, and rejected shipments*, on return.

NOTE: If a hearing is deemed necessary applicant requests it be held at Atlanta, Ga.

No. MC 106644 (Sub-No. 52), filed March 16, 1964. Applicant: SUPERIOR TRUCKING COMPANY, INC., 520 Bedford Place NE., Atlanta, Ga. Applicant's attorney: Guy H. Postell, 1375 Peachtree Street NE., Atlanta 9, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities* which, because of size or weight, require the use of special equipment or special handling, and parts, and *iron and steel articles* as described in Appendix V, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 276-279, between points in Delaware and Connecticut, on the one hand, and, on the other, points in Alabama and Georgia.

NOTE: If a hearing is deemed necessary applicant requests that it be held at Birmingham, Ala., or Atlanta, Ga.

No. MC 106644 (Sub-No. 53), filed March 12, 1964. Applicant: SUPERIOR TRUCKING COMPANY, INC., 520 Bedford Place NE., Atlanta, Ga. Applicant's attorney: Guy H. Postell, Suite 693, 1375 Peachtree Street NE., Atlanta, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities* which because of size or weight require the use of special equipment or special handling, and *parts, cast iron pipe, fittings, accessories*, or *parts, iron* and *steel articles* as defined in Appendix V to *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, 276-279, and *hydrants* and *valves*, between points in West Virginia, on the one hand, and, on the other, points in Alabama and Georgia.

NOTE: If a hearing is deemed necessary, applicant requests it be held at either Birmingham, Ala., or Atlanta, Ga.

No. MC 107423 (Sub-No. 5), filed March 6, 1964. Applicant: CONKEN FREIGHT LINES, INC., 2121 Worth Street, Knoxville, Tenn. Applicant's attorney: Fred F. Bradley, McClure Building, Post Office Box 127, Frankfort, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, livestock, commodities in bulk, and those requiring special equipment), (1) between Knoxville, Tenn., on the one hand, and, on the other, points in Lee and Wise Counties, Va., (2) between points in Harlan County, Ky., on the one hand, and, on the other, points in Lee and Wise Counties, Va., and (3) between Middlesboro, Ky., on the one hand, and, on the other, points in Lee and Wise Counties, Va.

NOTE: Applicant states if (2) above is granted it will surrender its present authority from points in Harlan County, Ky., to points in Lee and Wise Counties, Va. If a hearing is deemed necessary applicant requests it be held at Knoxville, Tenn.

No. MC 107496 (Sub-No. 311), filed March 3, 1964. Applicant: RUAN

TRANSPORT CORPORATION, 408 Southeast 30th Street, Des Moines, Iowa. Applicant's attorney: H. L. Fabritz, Post Office Box 855, Des Moines 4, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia*, in bulk, in tank vehicles, from Owatonna, Minn., to points in Wisconsin and Iowa.

NOTE: Common control may be involved. If a hearing is deemed necessary applicant requests it be held at Minneapolis, Minn.

No. MC 107515 (Sub-No. 474), filed March 5, 1964. Applicant: REFRIGERATED TRANSPORT CO., INC., 290 University Avenue SW., Atlanta, Ga., 30310. Applicant's attorney: Paul M. Daniell, Suite 214, Standard Federal Building, Atlanta, Ga., 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products* and *meat byproducts* as defined by the Commission, from points in Genesee County, Mich., to points in Connecticut, Massachusetts, Rhode Island, New York, New Jersey, Pennsylvania, Maryland, Delaware, the District of Columbia, and Virginia.

NOTE: Applicant states it will be traversing Ohio and West Virginia for operating convenience only. If a hearing is deemed necessary, applicant requests it be held at Lansing or Detroit, Mich.

No. MC 107515 (Sub-No. 475), filed March 6, 1964. Applicant: REFRIGERATED TRANSPORT CO., INC., 290 University Avenue SW., Atlanta, Ga., 30310. Applicant's attorney: Paul M. Daniell, Suite 214–217 Standard Federal Building, Atlanta, Ga., 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products and meat byproducts* as defined by the Commission, in vehicles equipped with mechanical refrigeration, meat rails, and meat hooks, from points in Cherokee County, S.C., to points in North Carolina on and east of U.S. Highways 13 and 17.

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C.

No. MC 108449 (Sub-No. 177), filed March 5, 1964. Applicant: INDIANHEAD TRUCK LINE, INC., 1947 West County Road C, St. Paul, Minn., 55113. 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: *Anhydrous ammonia*, from Owatonna, Minn., to points in Iowa and Wisconsin.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 108676 (Sub-No. 14), filed March 13, 1964. Applicant: A. J. METLER HAULING & RIGGING, INC., 117 Chicamauga Avenue NE., Knoxville, Tenn. Applicant's attorney: Samuel W. Earnshaw, 983 National Press Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Construction, maintenance, power distribution*, and *plant machinery, tools* and *equipment*, and *parts, accessories*, and *attachments therefor*, between Knoxville, Tenn., and points within seventy-five (75) miles of Knoxville, on the one hand, and, on the other, points in Alabama, Georgia, Kentucky, Virginia, North Carolina, South Carolina, and Tennessee.

NOTE: If a hearing is deemed necessary, applicant requests it be held in Tennessee or at Washington, D.C.

No. MC 109637 (Sub-No. 256), filed March 11, 1964. Applicant: SOUTHERN TANK LINES, INC., 4107 Bells Lane, Louisville, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal tar, and coal tar products*, in bulk, in tank vehicles, from Cincinnati, Ohio to points in Indiana, Kentucky, and West Virginia. If a hearing is deemed necessary applicant requests it be held at Columbus, Ohio.

No. MC 110393 (Sub-No. 16) (AMENDMENT), filed February 27, 1964, published in FEDERAL REGISTER, issue March 11, 1964, and republished as amended this issue. Applicant: FRIGID FOOD EXPRESS, INCORPORATED, 4205 Camp Ground Road, Louisville, Ky. Applicant's attorney: Rudy Yessin, McClure Building, Frankfort, Ky., 40601. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Dairy products, fresh and frozen meats*, and *empty containers or other such incidental facilities* (not specified) used in transporting the above named commodities, between points in Wisconsin, on the one hand, and, on the other, points in Maine, New Hampshire, and Delaware, and (2) *meats*, fresh, frozen, and cured, *dairy products, and empty containers or other such incidental facilities* (not specified) used in transporting the above named commodities, between St. Paul, Minn., on the one hand, and, on the other, points in Maine, New Hampshire, and Delaware.

NOTE: The purpose of this republication is to add Delaware as a destination area in (1) and (2) above. If a hearing is deemed necessary applicant requests that it be held at Louisville, Ky.

No. MC 111002 (Sub-No. 19), filed March 10, 1964. Applicant: CLARA MILES SCHREYER, FRANCES H. MILES, and THOMAS M. MILES, doing business as T. M. MILES OIL COMPANY, 306 Railroad Avenue, Milton, Pa. Applicant's attorney: Preston L. Davis, 37 Arch Street, Milton, Pa., 17847. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Potassium silicate*, in bulk, in semitank trailers, built and owned by Sylvania Electric Products, from Towanda, Pa., to Plainview, N.Y., and *empty containers or other such incidental facilities* (not specified) used in transporting the above named commodities, on return.

NOTE: Applicant is also authorized to conduct operations as a common carrier in Certificate MC 105351; therefore dual operations may be involved. If a hearing is deemed necessary applicant requests that it be held at Harrisburg, Pa.

No. MC 111228 (Sub-No. 7), filed March 10, 1964. Applicant: JAMES F. DAVIS, doing business as DAVIS TRUCKING COMPANY, Post Office Box 464, Pottsville, Pa. Applicant's attorney: George W. Heffner, 501 West Market Street, Pottsville, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Slag*, in dump type vehicles, from the Sheridan Slag Company plant site located in Lebanon (Lebanon County), Pa., to the plant sites of Picone Bros. located at Brookhaven (Suffolk County) and Brooklyn, N.Y.

NOTE: If a hearing is deemed necessary applicant requests it be held at Philadelphia, Pa.

No. MC 111401 (Sub-No. 150), filed March 4, 1964. Applicant: GROENDYKE TRANSPORT, INC., Post Office Box 632, Enid, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, between Brownsville and North Seadrift, Tex., on the one hand, and, on the other, points in Alabama, Arizona, Arkansas, California, Colorado, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, Nebraska, Nevada, New Mexico, North Carolina, North Dakota, Ohio, Oklahoma, South Carolina, Tennessee, Texas, Utah, Virginia, West Virginia, and Wyoming.

NOTE: Applicant has a pending contract carrier application in Docket No. MC 125020. If a hearing is deemed necessary, applicant requests it be held at Houston, Tex.

No. MC 111812 (Sub-No. 241), filed March 9, 1964. Applicant: MIDWEST COAST TRANSPORT, INC., Wilson Terminal Building, Post Office Box 747, Sioux Falls, S. Dak. Applicant's attorney: Donald L. Stern, 924 City National Bank Building, Omaha, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods, frozen meats, smoked meats, cured meats, syrups, flours, cheese and cheese products*, from Fort Atkinson, Wis., to points in Maine, Vermont, New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Delaware, Maryland, Ohio, Pennsylvania, Michigan (Lower Peninsula only), and the District of Columbia.

NOTE: If a hearing is deemed necessary applicant requests it be held at Madison, Wis.

No. MC 111909 (Sub-No. 9), filed February 27, 1964. Applicant: POOL TRUCK, INC., 365 Victor Avenue, Highland Park, Mich. Applicant's attorneys: Edwald E. Kundtz and John Andrew Kundtz, 1050 Union Commerce Building, Cleveland, Ohio, 44114. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities as are dealt in by Montgomery Ward & Co., Inc., mail order and retail department stores*, from the distribution center of Montgomery Ward & Co., Inc., located in Allen Park, Mich., to points in Oakland, Macomb, St. Clair, Genesee, and Washtenaw Counties Mich., and *empty containers or* *other such incidental facilities* used in transporting the above described commodities, and *returned, damaged and rejected shipments,* on return.

NOTE: Applicant states that the proposed operations will be performed under a continuing contract with Montgomery Ward & Co., Inc. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich.

No. MC 112223 (Sub-No. 67), filed March 9, 1964. Applicant: QUICKIE TRANSPORT COMPANY, a corporation, 501—11th Avenue South, Minneapolis, Minn. Applicant's attorney: Earl Hacking, 503 Eleventh Avenue South, Minneapolis 15, Minn. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Cement,* in bags and in bulk, from Fargo, N. Dak., and points within twenty (20) miles thereof, to points in Minnesota, Montana, North Dakota, South Dakota and ports of entry located on the international boundary line between the United States and Canada in Minnesota, Montana, and North Dakota, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodity, on return.

No. MC 112617 (Sub-No. 171), filed March 10, 1964. Applicant: LIQUID TRANSPORTERS, INC., Post Office Box 5135, Cherokee Station, Louisville 5, 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: *Coal tar and coal tar products,* in bulk, in tank vehicles, from Cincinnati, Ohio, to points in Indiana, Kentucky, and West Virginia.

NOTE: If a hearing is deemed necessary applicant requests it be held at Columbus, Ohio.

No. MC 113267 (Sub-No. 125) filed March 9, 1964. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. Applicant's representative: Fred H. Figge, 410 O'Farrell Street, Collinsville, Ill. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Cheese and cheese products,* in peddler delivery service, from New Albany, Miss., to Birmingham, Mobile, and Montgomery, Ala., Jacksonville, Mayport, Miami, Orlando, Pensacola, St. Petersburg, and Tampa, Fla., Albany, Americus, Atlanta, Columbus, Macon, Quitman, and Valdosta, Ga., New Orleans, La., Chattanooga, Johnson City, Knoxville, Memphis, and Nashville, Tenn., and Bristol, Va.

NOTE: Applicant states the proposed operation will be restricted to shipments weighing less than 15,000 pounds, further restricted against the transportation of commodities in bulk in tank vehicles, and subject to the restriction that any authority granted herein cannot be tacked with authority presently held by the applicant to perform a through service. If a hearing is deemed necessary applicant requests it be held at Memphis, Tenn.

No. MC 113267 (Sub-No. 126), filed March 9, 1964. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. Applicant's representative: Fred H. Figge (same address as applicant). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products, articles distributed by meat packinghouses and such commodities as are used by meatpackers* in the conduct of their business when destined to and for use by meatpackers as described in sections A, B, C, and D, of Appendix I in *Descriptions in Motor Carrier Certificates* 61 M.C.C. 209 and 766, from the plant site and/or warehouse facilities utilized by Armour & Co., located at or near Aurora, Ill., to points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee.

NOTE: Applicant states the proposed service is restricted against the transportation of commodities in bulk and in tank vehicles. If a hearing is deemed necessary applicant requests it be held at Chicago, Ill.

No. MC 113336 (Sub-No. 68), filed March 15, 1964. Applicant: PETROLEUM TRANSIT COMPANY, INC., Post Office Box 921, Lumberton, N.C. Applicant's attorney: James E. Wilson, Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Limestone* and *mineral filler,* (1) between points in North Carolina, (2) between points in South Carolina, and (3) between points in Georgia.

NOTE: Applicant states that the above proposed operations will be restricted to traffic having a prior movement by rail. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 113410 (Sub-No. 45), filed March 4, 1964. Applicant: DAHLEN TRANSPORT, INC., 875 North Prior Avenue, St. Paul, Minn., 55104. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia,* in bulk, in tank vehicles, from Owatonna, Minn., to points in Iowa and Wisconsin, and *rejected shipments* on return.

NOTE: Common control may be involved. If a hearing is deemed necessary applicant requests it be held at Minneapolis, Minn.

No. MC 113855 (Sub-No. 89), filed March 4, 1964. Applicant: INTERNATIONAL TRANSPORT, INC., Highway 52 South, Rochester, Minn. Applicant's attorney: Michael E. Miller, First National Bank Building, Fargo, N. Dak. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: (1) *Towers, water cooling with blowers,* thicker than 20 gauge, of steel and wood combined with hardware, packaged, (2) *machine, cooling or freezing,* with winter control, and (3) *accessories, attachments or fittings therefor,* when moving in connection with the commodities named in (1) and (2) above, from the plant site of the Marley Company, Louisville, Ky., to points in Wisconsin, Minnesota, Iowa, Nebraska, South Dakota, North Dakota, Montana, Wyoming, Colorado, Utah, Idaho, Washington, Oregon, Nevada, and California.

NOTE: If a hearing is deemed necessary applicant requests it be held in Washington, D.C.

No. MC 114004 (Sub-No. 48), filed March 5, 1964. Applicant: CHANDLER TRAILER CONVOY, INC., 8828 New Benton Highway, Little Rock, Ark. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Trailers,* designed to be drawn by passenger automobiles, in initial movement by truckaway method, from points in Webster County, Ky., to points in the United States (except Hawaii), and *empty containers or other such incidendal facilities* (not specified) used in transporting the above described commodities, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky.

No. MC 114211 (Sub-No. 48), filed March 9, 1964. Applicant: WARREN TRANSPORT, INC., Post Office Box 420, Waterloo, Iowa. 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: *Farm equipment, agricultural machinery and agricultural implements,* from Bradford, Ill., to points in Arkansas, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, New York, North Dakota, Ohio, Oklahoma, Pennsylvania, South Dakota, Tennessee, Texas, Wisconsin, and Wyoming, and *damaged, returned and rejected shipments* of the commodities specified above, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 114211 (Sub-No. 49), filed March 9, 1964. Applicant: WARREN TRANSPORT, INC., Post Office Box 420, Waterloo, Iowa. 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: *Agricultural machinery* and *agricultural implements,* and *parts thereof* when moving incidental to and in the same vehicle with said commodities restricted against the transportation of any of the described commodities which because of size or weight require the use of special equipment, from Tulsa, Okla., to points in the United States (excluding Alaska and Hawaii), and *rejected shipments,* on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 115331 (Sub-No. 70), filed March 3, 1964. Applicant: TRUCK TRANSPORT, INC., 707 Market Street, St. Louis, Mo. 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 Palmyra, Mo., and points within 10 miles thereof, to points in Iowa, Illinois, and Missouri.

NOTE: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 115841 (Sub-No. 168), filed March 5, 1964. 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: *Foodstuffs*, from Siloam Springs, and points within 10 miles thereof, Gentry, Ark., and Kansas, Okla., to points in Arizona, California, Colorado, Idaho, Minnesota, Montana, Nevada, New Mexico, North Dakota, South Dakota, Oregon, Utah, Washington, and Wyoming. Applicant does not specify any preference for place of hearing.

No. MC 116063 (Sub-No. 40), filed March 6, 1964. Applicant: WESTERN TRANSPORT CO., INC., Post Office Box 7346, Fort Worth, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Resins and vegetable oils, including vegetable oils modified, and blends thereof*, in bulk, in tank vehicles, from Valley Park, Mo., to points in Oklahoma.

NOTE: Common control may be involved. If a hearing is deemend necessary, applicant requests it be held at Dallas, Tex.

No. MC 116063 (Sub-No. 42), filed March 9, 1964. Applicant: WESTERN TRANSPORT CO., INC., Post Office Box 7346, Fort Worth, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer, fertilizer ingredients*, and *fertilizer solutions*, in bags and packages, and in bulk, from points in Texas on and west of U.S. Highway 83 to points in Oklahoma, Kansas, Colorado, Wyoming, Nebraska, Missouri, and New Mexico.

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 116254 (Sub-No. 38), filed March 9, 1964. Applicant: CHEM-HAULERS, INC., Post Office Box 245, Sheffield, Ala. Applicant's attorney: Walter Harwood, Nashville Bank & Trust Building, Nashville 3, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Anhydrous ammonia and nitrogen fertilizer solutions*, in bulk, from Memphis, Tenn., to points in Arkansas, points in that part of Missouri on and east of U.S. Highway 65 and on and south of U.S. Highway 66, and points in Mississippi on and north of U.S. Highway 80, and (2) *nitrogen fertilizer solutions*, in bulk, in tank vehicles, from Memphis, Tenn., to points in Kentucky and points in that part of Alabama on and north of U.S. Highway 78.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn.

No. MC 116282 (Sub-No. 12) filed March 11, 1964. Applicant: ONILE P. FRANCOEUR, doing business as NEIL'S BAKERY PRODUCTS TRANSPORTATION CO., 246 Broad Street, Auburn, Maine. Applicant's attorney: Mary E. Kelley, 10 Tremont Street, Boston 8, Mass. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Bakery products*, from Lynn, Mass., to Rochester, N.H., and Bangor, Lewiston, Portland, and Biddeford, Maine, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodities, on return.

NOTE: Applicant states the proposed operation will be performed under a continuing contract with Elm Farm Foods Co. If a hearing is deemed necessary applicant requests it be held at Boston, Mass.

No. MC 116544 (Sub-No. 51), filed March 11, 1964. Applicant: WILSON BROTHERS TRUCK LINE, INC., 700 East Fairview Avenue, Carthage, Mo. Applicant's attorneys: Harry Ross, Warner Building, Washington 4, D.C., and Robert R. Hendon, 4000 Tunlaw Road NW., Washington 7, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from points in Nebraska to points in Arkansas, Kansas, Missouri, Oklahoma, Texas, Kentucky, Tennessee, Mississippi, Louisiana, Alabama, Georgia, Florida, North Carolina, and South Carolina.

NOTE: If a hearing is deemed necessary applicant requests it be held at Little Rock, Ark.

No. MC 116720 (Sub-No. 3), filed March 4, 1964. Applicant: DONALD E. MILLER, 15 A Third Street West, Lemmon, S. Dak. Applicant's attorney: Val M. Higgins, 1000 First National Bank Building, Minneapolis, Minn. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Malt beverages*, in containers, and *supplies, signs and materials* used in the sale and distribution thereof, from Minneapolis, St. Paul, Minn., to Mobridge, S. Dak., and *empty containers*, on return, limited to a transportation service to be performed under a continuing contract with Mobridge Beverage Co., Mobridge, S. Dak.; and (2) *empty malt beverage containers*, from Mobridge, S. Dak., to Minneapolis-St. Paul, Minn., for and on the account of C. L. Olson, doing business as Olson Distributing Company, Mobridge, S. Dak.

NOTE: Applicant states it's presently authorized, as a contract carrier, to render the service herein requests for C. L. Olson, doing business as Olson Distributing Company, Mobridge, S. Dak. The effect of (1) above is merely to add Mobridge Beverage Co., as another authorized shipper to the existing service. Applicant's present permit authorizing service for Olson Distributing Company of Mobridge, S. Dak., does not authorize the transportation of empty containers on return from Mobridge, S. Dak., to Minneapolis, St. Paul, Minn. The effect of (2) above, will authorize the return of said empty containers. If a hearing is deemed necessary applicant requests it be held at Minneapolis, Minn.

No. MC 117344 (Sub-No. 119), filed March 4, 1964. 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: *Chemicals*, in bulk, in tank vehicles, from Columbus, Ohio, to points in Georgia.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 117344 (Sub-No. 120), filed March 12, 1964. 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: *Coal tar and coal tar products*, in bulk, in tank vehicles, from Cincinnati, Ohio to points in Indiana, Kentucky, and West Virginia. If a hearing is deemed necessary applicant requests it be held at Columbus, Ohio.

No. MC 117427 (Sub-No. 39), filed March 4, 1964. Applicant: G. G. PARSONS TRUCKING CO., a corporation, Post Office Box 746, North Wilkesboro, N.C. Applicant's attorney: Francis J. Ortman, National Press Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Feed ingredients*, animal and poultry, in bulk and in bags (except in tank vehicles), from Terre Haute, Ind., to points in Tennessee, Georgia, Florida, North Carolina, South Carolina, and Virginia, and (2) *dehydrated and sun-cured alfalfa meal and pellets*, in bulk and in bags (except in tank vehicles), from points in Lenawee and Monroe Counties, Mich., to points in New York, Pennsylvania, and Maryland, and *returned and rejected shipments*, in (1) and (2) above, on return. Applicant is also authorized to conduct operations as a contract carrier in Permit MC 116145; therefore dual operations may be involved.

NOTE: If a hearing is deemed necessary applicant requests it be held at Washington, D.C.

No. MC 117516 (Sub-No. 1), filed March 9, 1964. Applicant: LOWELL G. KINNISON, doing business as KINNISON TRUCK LINE, Route 4, Red Oak, Iowa. Applicant's representative: C. A. Ross, 621 Trust Building, Lincoln 8, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal and poultry feed, empty bags and sacks, fly spray and mange oil*, and *advertising materials*, from Sioux City, Iowa, and points within ten (10) miles thereof, to points in Adams, Antelope, Boone, Buffalo, Burt, Butler, Cass, Cedar, Chase, Clay, Colfax, Cuming, Custer, Dakota, Dawson, Dixon, Dodge, Douglas, Dundy, Fillmore, Franklin, Frontier, Furnas, Gage, Gosper, Greeley, Hall, Hamilton, Harlan, Hayes, Hitchcock, Howard, Jefferson, Johnson, Kearney, Keith, Knox, Lancaster, Lincoln, Logan, Madison, Merrick, Nance, Nemaha, Nuckolls, Otoe, Pawnee, Perkins, Phelps, Pierce, Platte, Polk, Red Willow, Richardson, Saline, Sarpy, Saunders, Seward, Sherman, Stanton, Thayer, Thurston, Valley, Washington, Wayne, Webster, and York Counties, Nebr.; those in that part of Iowa on and west of U.S. Highway 65 and on and south of a line beginning at Junction U.S. Highways 65 and 30 and extending along

U.S. Highway 30 to junction unnumbered highway (formerly U.S. Highway 30), thence along unnumbered highway to junction U.S. Highway 30, thence along U.S. Highway 30 to the Iowa-Nebraska State line; and those in that part of Missouri on and west of U.S. Highway 65 and on and north of a line beginning at junction U.S. Highways 65 and 36 and extending along U.S. Highway 36 to junction unnumbered highway (formerly U.S. Highway 36), thence along unnumbered highway to junction U.S. Highway 36, thence along U.S. Highway 36 to the Missouri-Kansas State line, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodities and *exempt commodities*, on return. If a hearing is deemed necessary applicant requests it be held at Omaha, Nebr.

No. MC 117671 (Sub-No. 1), filed March 13, 1964. Applicant: THOMAS VON MELLO, County Road, Marion, Mass. Applicant's attorney: Jeanne M. Hession, 64 Harvest Street, Dorchester, Mass. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Boats and boat accessories*, when transported in the same vehicle with boats of which they are a part or to which they are to be attached, from Fall River and New Bedford, Mass., to points in Michigan, Illinois, Minnesota, Alabama, and Texas.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Boston, Mass.

No. MC 117686 (Sub-No. 38), filed March 4, 1964. Applicant: HIRSCHBACH MOTOR LINES, INC., 3324 U.S. Highway 75 North, Sioux City, Iowa. Applicant's attorney: J. Max Harding, Box 2028, Lincoln, Nebr., 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Flour*, in bags, from Winona, Minn., to points in Alabama, California, Florida, Georgia, Louisiana, Mississippi, Oregon, Texas, and Washington.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 119268 (Sub-No. 28), filed March 2, 1964. Applicant: OSBORN, INC., 228 North Fourth Street, Gadsden, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cotton, textile and textile products, made of natural or synthetic fibres, metallic yarn, rugs, carpeting, carpeting products and manufactured textile products, and exempt commodities*, between points in North Carolina and South Carolina on the one hand, and, on the other, points in Arizona, California, Idaho, Nevada, Oregon, Utah, and Washington.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Columbia, S.C.

No. MC 119702 (Sub-No. 11), filed March 11, 1964. Applicant: STAHLY CARTAGE CO., a corporation, 130-A Hillsboro Avenue, Edwardsville, 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: *Petroleum and petroleum products*, in bulk, in tank vehicles, from Palmyra, Mo., and points within ten (10) miles thereof, to points in Iowa and Illinois.

NOTE: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 119777 (Sub-No. 23) (AMENDMENT) filed February 24, 1964, published FEDERAL REGISTER, issue of March 11, 1964, and republished as amended, this issue. Applicant: LIGON SPECIALIZED HAULER, INC., Post Office Box 31, Madisonville, Ky. Applicant's attorney: Robert M. Pearce, 221 St. Clair, Frankfort, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cooling towers, blowers, cooling and freezing machinery, and accessories, attachments, parts and fittings for cooling towers, blowers, and cooling and freezing machinery*, from the site of the Marley Company, located at Louisville, Ky., to points in all states east of the Mississippi River, and points in Arkansas, Iowa, Kansas, Louisiana, Minnesota, Missouri, Nebraska, North Dakota, Oklahoma, South Dakota, Texas, and New Mexico, and *rejected shipments* of the commodities specified above, on return.

NOTE: If a hearing is deemed necessary applicant requests it be held at Washington, D.C. The purpose of this republication is to add New Mexico as a destination state.

No. MC 119890 (Sub-No. 1), filed March 9, 1964. Applicant: CORDIE NAYLOR, Fayette, Mo. Applicant's attorney: Herman W. Huber, 101 East High Street, Jefferson City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Feed*, dry, in bulk, and in bags, from points in the Kansas City, Kans., Commercial Zone, to points in Howard, Boone, and Cooper Counties, Mo., and *exempt commodities*, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Jefferson City, Mo.

No. MC 119934 (Sub-No. 80), filed March 4, 1964. Applicant: ECOFF TRUCKING, INC., Fortville, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Ferric sulphate*, in bulk, in rubber-lined tank vehicles, from Indianapolis, Ind., to points in Ohio, and *damaged and rejected shipments*, on return.

NOTE: If a hearing is deemed necessary applicant requests it be held at Indianapolis, Ind.

No. MC 119934 (Sub-No. 81), filed March 5, 1964. Applicant: ECOFF TRUCKING, INC., Fortville, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Phosphoric acid, phosphatic fertilizer solutions, tetra-potassium-pyrophosphates*, and *dry phosphates*, in bulk, in tank vehicles, from Fernald, Ohio, to points in Kentucky, Maryland, New Jersey, Pennsylvania, New York, and West Virginia, and (2) *returned and rejected shipments of phosphoric acid*, and *spent phosphoric acid*, from points in Kentucky, Maryland, New Jersey, Pennsylvania, New York, and West Virginia, to points in Iowa, Illinois, Indiana, New York, Missouri, and Ohio.

NOTE: Applicant states that the movements in part 2 above shall be in conjunction only with an immediate inbound movement of virgin phosphoric acid from Fernald, Ohio. If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 119934 (Sub-No. 82), filed March 5, 1964. Applicant: ECOFF TRUCKING, INC., Fortville, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Returned and rejected shipments of phosphoric acid and spent phosphoric acid*, from Sheboygan, Wis., to points in Illinois and Indiana.

NOTE: Applicant states that the movements from Sheboygan shall be in conjunction only with an immediate inbound movement of virgin phosphoric acid, to Sheboygan. If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 121180 (Sub-No. 2), filed March 4, 1964. Applicant: ORVILLE R. FADLER, doing business as FREDERICKTOWN DAILY EXPRESS, Fredericktown, Mo. Applicant's attorney: Gerhard J. Petzall, 434 Paul Brown Building, 818 Olive Street, St. Louis 1, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, between St. Louis, Mo., and Fredericktown, Mo., over U.S. Highway 67, serving all intermediate points located on said route in Madison County (except Mine La Motte, Mo.).

NOTE: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 123393 (Sub-No. 30), filed March 6, 1964. Applicant: BILYEU REFRIGERATED TRANSPORT CORPORATION, 1914 East Blaine Street, Springfield, Mo. Applicant's attorney: Herman W. Huber, 101 East High Street, Jefferson City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Citrus products* and (2) *commodities*, the transportation of which is partially exempt under the provisions of section 203(b)(6) of the Interstate Commerce Act if transported in vehicles not used in carrying any other property, when moving in the same vehicle at the same time with citrus products, (a) from Waycross, Ga., to points in Maine, Vermont, New Hampshire, Massachusetts, Connecticut, Rhode Island, New York, Pennsylvania, New Jersey, Maryland, Delaware, the District of Columbia, West Virginia, Virginia, North Carolina, South Carolina, Alabama, Mississippi, Tennessee, Kentucky, Ohio, Indiana, Michigan, Wisconsin. Illinois, Minnesota, North Dakota, South Dakota, Iowa, Nebraska, Colorado, Kansas, Missouri, Oklahoma, Texas, Louisiana, and Arkansas, and (b) from points in Florida to Waycross, Ga., subject to the restriction that traffic from Florida must stop at Waycross, Ga., for unloading or further loading in combination with such commodities from Waycross, Ga., to points beyond, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodities, on return.

NOTE: Applicant states it seeks no duplication of authority by this application. Common control may be involved. If a hearing is deemed necessary applicant requests it be held at Jefferson City, Mo.

No. MC 123639 (Sub-No. 20), filed March 16, 1964. Applicant: J. B. MONTGOMERY, INC., 5150 Brighton Boulevard, Denver 16, Colo. 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 Swift and Company, at or near Grand Island, Nebr., to points in Michigan, Ohio, Indiana, Illinois, and Iowa.

NOTE: If a hearing is deemed necessary applicant requests it be held at Chicago, Ill.

No. MC 123952 (Sub-No. 6), filed March 5, 1964. Applicant: RENTAR TRUCKING, INC., 89-89 Union Turnpike, Glendale 27, N.Y. Applicant's representative: William D. Traub, 10 East 40th Street, New York 15, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities as are dealt in by retail department stores, and materials, supplies, equipment and fixtures used in the operation of such stores*, between stores and warehouse facilities of E. J. Korvette, Inc., in New York City, Carle Place, West Islip, Huntington, Nanuet, Scarsdale, and Port Chester, N.Y., North Brunswick, Watchung, Audubon, Trenton, West Orange, and Paramus, N.J., Hartford and Trumbull, Conn., Camp Hill, Springfield, Philadelphia, and King of Prussia, Pa., Towson, Glen Burnie, and Rockville, Md., and Baileys Crossroads, Va.

NOTE: Applicant states: (1) The purpose of this application is to add Rockville, Md., and Baileys Crossroads, Va., to present authority and (2) the proposed operations will be under a continuing contract, or contracts, with E. J. Korvette, Inc., of New York, N.Y. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 124174 (Sub-No. 23), filed March 13, 1964. Applicant: MOMSEN TRUCKING CO., a corporation, Highways 71 and 18 North, Spencer, 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 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 & Co., located at or near Worthington, Minn., to points in Iowa, Indiana, Illinois, Wisconsin, Kansas, and Missouri.

NOTE: Applicant states the above proposed authority will (a) be limited to shipments originating at the plant site of Armour & Co.; (b) exclude liquid commodities, in bulk, in tank vehicles; and (c) restricted against tacking or interlining at the involved origin. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 125205 (Sub-No. 4), filed March 12, 1964. Applicant: P. C. TAYLOR, doing business as TAYLOR TRUCKING COMPANY, 908 1st Avenue SE., Moultrie, Ga. Applicant's attorney, Sol H. Proctor, 1730 Lynch Building, Jacksonville 2, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural implements, machinery and equipment*, used, loose and uncrated, between Moultrie, Ga., on the one hand, and, on the other, points in Alabama, Florida, Kentucky, Mississippi, North Carolina, Tennessee, and Virginia.

NOTE: If a hearing is deemed necessary applicant requests it be held at Jacksonville, Fla.

No. MC 125368 (Sub-No. 5), filed March 11, 1964. Applicant: CONNELL TRANSPORT CO., INC., Post Office Box 846, Warren, Ohio. 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 Swift & Company located at or near Grand Island, Nebr., to points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Maryland, District of Columbia, West Virginia, and Delaware.

NOTE: Applicant holds contract authority under MC-111442; therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 125515 (Sub-No. 1), filed March 9, 1964. Applicant: ALBERT SCHMIDT, doing business as SCHMIDT'S TRANSPORTATION COMPANY, Box 362, Bethel, Alaska. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, between points in Bethel, Alaska, and between points in Bethel and points within ten (10) miles thereof.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Bethel, Alaska.

No. MC 125633 (Sub-No. 1), filed March 4, 1964. Applicant: VITO J. PICIONE, 29473 Lorain Road, North Olmsted, Ohio. Applicant's representative: J. D. Schriner, 5275 Ridge Road, Cleveland 29, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Compressed gases*, in shipper and government owned trailers, between Cleveland, Ohio, and points in Florida.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Cleveland, Ohio.

No. MC 125826 (Sub-No. 2), filed March 3, 1964. Applicant: JAMES E. BARTLESON & CHARLES BARTLESON, doing business as BARTLESON BROTHERS, a partnership, Box 116C, Penns Grove, N.J. Applicant's representative: Bernard N. Gingerich, Quarryville, Pa., 17566. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied carbon dioxide*, moving in shipper owned trailers, and *solidified carbon dioxide*, from the plant site of Cardox Division of Chemtron Corporation, Gibbstown, N.J., to depots operated by Cardox Division of Chemtron Corporation, located at Stratford, Conn., Boston, Mass., Harrisburg and Pittsburgh, Pa., Providence, R.I., Suffolk, Va., and Frederick, Md., and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, on return.

NOTE: Applicant states that the proposed operations will be performed under a continuing contract or contracts with the Cardox Division of Chemtron Corporation of Gibbstown, N.J. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 125909 (Sub-No. 1), filed March 15, 1964. Applicant: UNIVERSAL TRANSPORT, INC., Post Office Box 3124, Rapid City, S. Dak. Applicant's attorney: Truman A. Stockton, Jr., the 1650 Grant Street Building, Denver 3, Colo. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lime and aggregates, their products* and *their byproducts*, between points in Colorado, Wyoming, Montana, North Dakota, South Dakota, Nebraska, and Kansas, restricted to traffic having a prior movement by rail.

NOTE: Common control may be involved. If a hearing is deemed necessary applicant requests it be held at Rapid City, S. Dak., Billings, Mont., or Cheyenne, Wyo.

No. MC 125949 (Sub-No. 2), filed March 10, 1964. Applicant: MOLNER TRANSPORT CO., a corporation, 504 South Kane Street, Baltimore 24, Md. Applicant's attorney: James E. Wilson, Perpetual Building, 1111 E Street NW., Washington 4, D.C. 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 points on the Plantation Pipe line, or spurs thereof, at or near Newington, Va., to points in the District of Columbia, Maryland, West Virginia, and Pennsylvania.

NOTE: If a hearing is deemed necessary applicant requests it be held at Washington, D.C.

No. MC 125987 (Sub-No. 1), filed March 9, 1964. Applicant: CLEBERG TRUCKING COMPANY, a corporation, Vail, Ariz. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Building construction units, building materials,* and *component parts,* in shipper-owned trailers, from Vail, Ariz., to points in New Mexico and California, and *building materials and component parts* owned by shipper and loaded in shipper-owned trailers, on return.

NOTE: If a hearing is deemed necessary applicant requests it be held at Tucson, Ariz.

No. MC 125993 (Sub-No. 1), filed March 9, 1964. Applicant: NELSON BROTHERS, INC., Box 207, Parrish, Ala. Applicant's attorney: Maurice F. Bishop, 325-29 Frank Nelson Building, Birmingham, Ala. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Ammonium nitrate fertilizer,* in bags, and in bulk, to farm, mine, and job sites (but excluding service to warehouses), from Parrish, Ala., and points within five (5) miles thereof, to points in Georgia, on and north of U.S. Highway 80, points in Tennessee on and east of U.S. Highway 45, the points in Virginia on and west of the junction of U.S. Highway 29 and U.S. Highway 60, and points on and south of U.S. Highway 60, from the Virginia-West Virginia State line to junction of U.S. Highway 29 and U.S. Highway 60, and *rejected shipments,* of the commodity specified, on return.

NOTE: If a hearing is deemed necessary applicant requests it be held at Birmingham, Ala.

No. MC 126067, filed February 26, 1964. Applicant: UNIVERSAL CARTAGE CO., a corporation, 205 Harrison Street, Flint, Mich. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *General commodities,* between Flint, Mich., on the one hand, and, on the other, points in Bay, Clinton, Eaton, Genesee, Ingham, Jackson, Lapeer, Midland, Saginaw, and Shiawassee Counties, Mich., restricted to freight moving for the account of ABC Freight Forwarding Corp., 201 11th Avenue, New York, N.Y.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich.

No. MC 126080, filed March 3, 1964. Applicant: ROY De ANGELO, 286 Raritan Avenue, Staten Island, N.Y. 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: *Empty cans, loose and in packages, can ends, spouts, caps, seals, handles, and accessories for cans, and cartons, bags, and accessories and parts for packing and wrapping cans,* from the plant site of Eastern Can Company, Inc., located in Passaic, N.J., to points in Fairfield, Hartford, Litchfield, Middlesex, and New Haven Counties, Conn., Delaware, Pennsylvania, and points in Maryland, on and east of U.S. Highway 15, and points in New York on and east of U.S. Highway 209, from Port Jervis, to Kingston, N.Y., and on and south of New York Highway 199 from the east bank of the Hudson River to the New York-Connecticut State line.

NOTE: Applicant states the proposed service is to be under contract with Eastern Can Company, Inc. If a hearing is deemed necessary applicant requests it be held in New York, N.Y.

No. MC 126081, filed March 5, 1964. Applicant: BILLY BYBEE, Universal, Ind. Applicant's attorney: Donald W. Smith, Suite 511 Fidelity Building, Indianapolis 4, Ind. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Malt beverages,* from Louisville, Ky., and Peoria, Ill., to Clinton, Ind., and *empty containers or other such incidental facilities* used in transporting the above-described commodities on return.

NOTE: Applicant states the proposed operations will be under a continuing contract with Lowry Wholesale Beverage, Inc. If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 126082, filed March 5, 1964. Applicant: VIRGIL SLENTZ, CLIFFORD SLENTZ AND DELMAR SLENTZ, doing business as SLENTZ & SONS TRUCKING CO., Rural Route No. 2, Grabill, Ind. Applicant's attorney: James L. Beattey, Suite 1019, 130 East Washington Street, Indianapolis 4, Ind. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: (1) *Fertilizer,* in bulk and in bags, (a) from Butler, Ind., to points in the Lower Peninsula of Michigan, and (b) from Butler, Ind., to points in that part of Ohio bounded on the south by Ohio Highway 29 and U.S. Highway 33 from the Indiana-Ohio State line to junction U.S. Highway 33 and U.S. Highway 25, on the east by U.S. Highway 25 from said junction to Ohio-Michigan State line, and on the north by the Ohio-Michigan State line; (2) *grain,* from points in DeKalb, Allen, Whitley and Steuben Counties, Ind., to Toledo and Maumee, Ohio, and *empty containers or other such incidental facilities* used in transporting the above described commodities in (1) and (2) above on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Fort Wayne, Ind.

No. MC 126083, filed March 5, 1964. Applicant: LOUIS R. LEGG, doing buiness as S & L TRUCKING COMPANY, Post Office Box 404, Roscommon, Mich. Applicant's attorney: Wilmer B. Elmer, 22644 Gratiot Avenue, Kaiser Building, East Detroit, Mich. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: (1) *Precut and prefabricated buildings, houses and cottages, and materials and supplies incidental to the installation and erection thereof,* from Roscommon, Mich., to the ports of entry on the international boundary line between the United States and Canada at Sault Ste. Marie, Mich., Port Huron, Mich., and Detroit, Mich., and to points in the United States on and east of the Mississippi River, and *materials and supplies used in the manufacture of precut and prefabricated buildings, houses and cottages,* on return; (2) *wooden reels,* assembled and knocked down, from Grayling, Mich., to points in Illinois, Indiana, Ohio, Wisconsin, Pennsylvania, and New York, and to the ports of entry on the international boundary line between the United States and Canada at Sault Ste. Marie, Mich., Port Huron, Mich. and Detroit, Mich., and *materials and supplies used or useful in the manufacture of wooden reels,* on return; and (3) *wood veneer,* from Kalkaska, Mich., to points in Wisconsin, Indiana, Illinois, and Ohio.

NOTE: Applicant states that the proposed operations in (1) will be performed under a continuing contract with Pioneer Log Cabin Co., those in (2) will be performed under a continuing contract with Grayling Reel, Inc., and those in (3) will be performed under a continuing contract with American Made Veneer Corporation. If a hearing is deemed necessary, applicant requests it be held at Lansing, Mich.

No. MC 126084, filed March 4, 1964. Applicant: LOUIS HETTERVAN, Rural Route 1, Brownsburg, Ind. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: (1) *Sacked commercial fertilizer,* from Danville, Ill., to New Augusta, Ind. and points within 10 miles thereof, and (2) *sacked feed,* from Davenport, Iowa, to New Augusta, Ind., and points within 10 miles thereof.

NOTE: If a hearing is deemed necessary applicant requests it be held at Indianapolis, Ind.

No. MC 126085, filed March 4, 1964. Applicant: DAN KUSIC TRUCKING CO., a corporation, 627 Franklin Avenue, Steubenville, Ohio. Applicant's representative: D. L. Bennett, 213 First National Bank Building, 2207 National Road, Wheeling, W. Va. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Iron and steel products,* from Weirton, W. Va., to points in Ohio, Pennsylvania, and New York.

NOTE: Applicant holds authority in MC 1239 as a contract carrier for the same authority proposed herein, and requests the Commission to revoke its Permit and substitute therefor common carrier authority. If a hearing is deemed necessary applicant requests it be held at Pittsburgh, Pa.

No. MC 126086, filed March 5, 1964. Applicant: JOHN HARDESTY, 511 Laurel Street, Minneapolis, Kans. Applicant's attorney: John E. Jandera, 641 Harrison Street, Topeka, Kans. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Camper coaches, camper trailers, parts, accessories and supplies thereof,* between Minneapolis, Kans. and points within 5 miles thereof, and points in Alabama, Arkansas, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin, and Wyoming.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Topeka, Kans.

No. MC 126087, filed March 6, 1964. Applicant: WAYNE C. SELBY, Camdenton, Mo. Applicant's attorney: Thomas P. Rose, Jefferson Building, Jefferson City, Mo. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, in containers, palletized, from St. Paul, Minn., to Camdenton, Mo., and *empty containers or other such incidental facilities* used in transporting the above-described commodities, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Jefferson City, Mo.

No. MC 126088, filed March 6, 1964. Applicant: ALFRED F. KAPPEL, Mahopac, N.Y. Applicant's representative: William D. Traub, 10 East 40th Street, New York 16, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Gasoline, fuel oil and kerosene*, in bulk, in tank vehicles, from Bridgeport, Conn., to the towns of Lewisboro, North Salem, Somers and Yorktown (Westchester County), N.Y., and points in Putnam County, N.Y.

NOTE: Applicant states the proposed service is to be performed under a continuing contract, or contracts, with Spain Oil Corporation, Mahopac, N.Y. If a hearing is deemd necessary applicant requests it be held at New York, N.Y.

No. MC 126089, filed March 9, 1964. Applicant: BRAZOS TRANSPORT CO., a Corporation, East Highway 80 (P.O. Box 2031), Abilene, Tex. Applicant's attorney: Reagan Sayers, Century Life Building, Fort Worth 2, Tex. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Building materials, gypsum*, and *materials* and *supplies* used in the manufacture and distribution thereof, between the plant sites of National Gypsum Company within a five (5) mile radius of Rotan, Tex., on the one hand, and, on the other, points in Arkansas, Louisiana, New Mexico and Oklahoma.

NOTE: Applicant states the proposed operation will be rendered under a continuing contract with National Gypsum Company. Common control may be involved. If a hearing is deemed necessary applicant requests it be held at Washington, D.C.

No. MC 126090, filed March 8, 1964. Applicant: TRIPLE L. TRUCKING CO., INC., 136 N. Market Street, East Palestine, Ohio. Applicant's attorney: Henry M. Wick, Jr., 1515 Park Building, Pittsburgh, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Consumable hot tops, and hot topping compounds*, from East Palestine, and Negley, Ohio, and Wampum, Pa., to points in Alabama, Delaware, Georgia, Illinois, Indiana, Kentucky, Maryland, Michigan, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, and West Virginia, and (2) *steel mill supplies*, from East Palestine, Ohio, to points in Alabama, Delaware, Georgia, Illinois, Indiana, Kentucky, Maryland, Michigan, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, and West Virginia.

NOTE: Applicant states the proposed service "will be restricted to a service to be performed under a continuing contract or contracts with Insul Company, Inc., Lakewood Chemical & Supply Co., Inc., and Ritetherm Co., Inc. All of these companies are under common control and management." If a hearing is deemed necessary applicant requests it be held at Washington, D.C.

No. MC 126091, filed March 9, 1964. Applicant: K. J. FRALEY and E. W. SCHILLING, doing business as FRALEY AND SCHILLING, Rushville, Ind. Applicant's attorney: Walter F. Jones, Jr., 1017–19 Chamber of Commerce Building, Indianapolis 4, Ind. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Ferro alloys and silicon metal*, from the plant sites of the Vanadium Corporation of America located in Jefferson and Guernsey Counties, Ohio, and Mason County, W. Va., to points in Maryland, New Jersey, West Virginia, New York, Pennsylvania, Virginia, Ohio, Michigan, Indiana, Illinois, and Wisconsin.

NOTE: If a hearing is deemed necessary applicant requests it be held at Washington, D.C. Applicant states that the proposed service is to be restricted to service under a continuing contract with the Vanadium Corporation of America.

No. MC 126092 filed March 9, 1964. Applicant: EDWARD P. DEETS, Rural Delivery No. 4, Box 370, Mountain Top, Pa. Applicant's attorney: Jerome L. Cohen, 960 Miners National Bank Building, Wilkes-Barre, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Steel products*, from Wilkes-Barre, Pa., to points in the United States east of the Mississippi River.

NOTE: Applicant states the proposed service will be under contract with Stressed Steel Corporation, as requests for the steel products are received. If a hearing is deemed necessary applicant requests it be held at Washington, D.C.

No. MC 126092 (Sub-No. 1), filed March 9, 1964. Applicant: EDWARD P. DEETS, Rural Delivery No. 4, Box No. 370, Mountain Top, Pa. Applicant's attorney: Jerome L. Cohen, 960 Miners National Bank Building, Wilkes-Barre, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Pressed steel*, from Wilkes-Barre, Pa., to points in Pennsylvania, New York, Delaware, Connecticut, and New Jersey.

NOTE: Applicant states the proposed operations will be for the account of Foster Wheeler Corporation. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 126093, filed March 9, 1964. Applicant: J. A. WOODRUFF, Route No. Box 327W, Dallas, Oreg. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber and plywood*, from points in Oregon to points in Utah and Idaho.

NOTE: If a hearing is deemed necessary applicant requests it be held at Salt Lake City, Utah.

No. MC 126096, filed March 6, 1964. Applicant: JOHN J. MORRISON, doing business as MORRISON TRANSIT, Rural Delivery No. 3, Box 261, Mountaintop, Pa. Applicant's attorney: John J. Dempsey, Jr., Suite 1200, Miners National Bank Building, Wilkes-Barre, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Structural trailers* having portability, *house trailers, mobile homes, portable houses* and *single unit deliveries of camping or travel trailers*, from points in Lackawanna, Luzerne, Columbia, Northumberland, and Schuylkill Counties, Pa., to points in Maine, New Hampshire, Vermont, Massachusetts, Connecticut, New York, New Jersey, Delaware, Maryland, and Virginia, and *refused, rejected, returned* and *damaged units* on return.

NOTE: If a hearing is deemed necessary applicant requests it be held at Philadelphia, Pa.

No. MC 126097, filed March 10, 1964. Applicant: T. C. SMITH, Old Clark Howell Highway, College Park, Ga. Applicant's attorney: LeRoy Danziger, 334 King Road, North Brunswick, N.J. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Ground clay*, from Wrens, Ga., to points in Alabama, Connecticut, Delaware, District of Columbia, Florida, Illinois, Indiana, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Missouri, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Tennessee, Texas, Virginia, West Virginia, and Wisconsin.

NOTE: Applicant states that the proposed operations will be limited to a service to be performed under a continuing contract or contracts with Georgia-Tennessee Mining and Chemical Co., Ltd., Wrens, Ga. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 126098 filed March 10, 1964. Applicant: STORMS TRUCKING, INC., West Nyack, N.Y. Applicant's representative: William D. Traub, 10 East 40th Street, New York 16, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Stone and aggregates*, in bulk, in dump vehicles, from points in Rockland, Dutchess, Ulster, and Westchester Counties, N.Y., to points in Connecticut, and New Jersey (except those in Cumberland, Salem, Gloucester, Cape May, Camden, Atlantic, and Burlington Counties, N.J.) and points in Massachusetts, and (2) *lightweight kiln processed aggregates*, in bulk, in dump vehicles, from points in Ulster County, N.Y., to points in Connecticut and New Jersey (except those in Cumberland, Salem, Gloucester, Cape May, Atlantic, Camden, and Burlington Counties, N.J.) and points in Massachusetts.

NOTE: If a hearing is deemed necessary applicant requests it be held at New York, N.Y.

MOTOR CARRIERS OF PASSENGERS

No. MC 1515 (Sub-No. 42), filed March 9, 1964. Applicant: GREYHOUND LINES, INC., 140 South Dearborn Street, Chicago, Ill., 60603. Applicant's attorney: Robert J. Bernard (Same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage* in the same vehicle with passengers, in special operations, consisting of round trip tours, beginning and ending at Chicago, Ill., and extending to Honey Bear Farm near Powers Lake, Wis., and the Lake Geneva Recreational Area near Lake Geneva, Fontana, and Williams Bay, Wis.

NOTE: Common control may be involved. If a hearing is deemed necessary applicant requests it be held at Chicago, Ill.

No. MC 48864 (Sub-No. 2), filed March 5, 1964. Applicant: COTTRELL SAFETY SERVICE, INC., 2306 Walden Avenue, Buffalo 25, N.Y. Applicant's attorney: S. Harrison Kahn, Suite 733 Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, restricted to traffic originating at points in the territory indicated in round trip charter operations, from Buffalo, N.Y., and points in that part of New York within 75 miles of Buffalo to points in New Jersey, Connecticut, Rhode Island, Massachusetts, New Hampshire, Vermont, Maine, Delaware, Maryland, Virginia, District of Columbia, West Virginia, North Carolina, Michigan, Indiana, Ohio, and Illinois.

NOTE: Applicant states that no duplicating operating authority is requested. If a hearing is deemed necessary applicant requests it be held at Buffalo, N.Y.

No. MC 111504 (Sub-No. 7), filed March 9, 1964. Applicant: STARR TRANSIT CO., INC., 50 North Johnston Avenue, Trenton, N.J. Applicant's attorney: Edward F. Bowes, 1060 Broad Street, Newark 2, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in special operations, in round trip sightseeing and pleasure tours, beginning and ending at Fort Dix, McGuire Air Force Base, and Wrightstown, N.J., and extending to points in Connecticut, Delaware, Florida, Louisiana, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and the District of Columbia.

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Wrightstown, N.J.

APPLICATION FOR BROKERAGE LICENSES

MOTOR CARRIERS OF PASSENGERS

No. MC 12899, filed February 24, 1964. Applicant: M. K. & O. HIGHWAY TOURS, INC., 319 South Cincinnati, Tulsa, Okla. For a license (BMC 5) to engage in operations as a *broker* at Tulsa, Okla., in arranging for transportation in interstate or foreign commerce, by motor vehicle, of *passengers and their baggage*, in the same vehicle, both as individuals and in groups, between points in the United States.

NOTE: Common control may be involved.

APPLICATION FOR WATER CARRIERS

WATER CARRIERS OF PROPERTY

No. W-525 (Sub-No. 14) (BLUE STACK TOWING CO. EXTENSION—TEXAS), filed March 12, 1964. Applicant: BLUE STACK TOWING CO., Post Office Box 1171, Tampa, Fla. Applicant's attorney: Donald Macleay, Commonwealth Building, 1625 K Street NW., Washington 6, D.C. Authority sought for authority under Part III of the Interstate Commerce Act, to operate as a common carrier by water in the transportation of *general commodities*, in bulk, loaded and carried without wrappers or containers, and received and delivered by carrier without transportation mark or count, between Tampa, Fla. (including Port Tampa and East Tampa) on the one hand, and, on the other, all other ports and points on the Gulf of Mexico and connecting waters, except New Orleans and Burnside, La., and the Mississippi River above the Port of Baton Rouge, La.

No. W-1197 (TWENTY GRAND MARINE SERVICE, INC. EXEMPTION APPLICATION), filed March 10, 1964. Applicant: TWENTY GRAND MARINE SERVICE, INC., Post Office Box 1279, Morgan City, La. Exemption under provisions of Part III, section 302(e) of the Interstate Commerce Act, sought in view of the following: (1) Applicant owns and operates a substantial fleet of vessels consisting of tugs, barges and workboats which work in connection with marine construction projects in the Gulf Intracostal Waterways and navigable inland tributaries thereto between Brownsville, Texas, and Jacksonville, Fla., waters offshore of Texas, Louisiana, Mississippi, Alabama, and Florida, in bays and sounds between Brownsville, Tex., and Jacksonville, Fla., including the Mississippi River System above its confluence with the Atchafalaya River (use of the Mississippi River is for the sole purpose of gaining entrance to the White-Arkansas River navigation system), and the White River-Arkansas River navigation system from its confluence with the Mississippi River to Little Rock, Ark. (2) Heretofore applicant's operations have been confined to the movement of exempt materials such as oil field materials. (3) The area to be served does not readily permit the movement of marine construction equipment to an operational area by means other than specialized and semi-specialized marine equipment. (4) Applicant's base at Morgan City, La., provides natural access to the areas involved in construction projects, which have primitive transportation facilities, or none at all. (5) Many major marine construction projects will require equipment found only in the vicinity of Morgan City because of a high concentration of heavy equipment in the area, such as transported by the applicant.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN ELECTED

MOTOR CARRIER OF PROPERTY

No. MC 923 (Sub-No. 7), filed March 11, 1964. Applicant: MEADE TRANSFER, INC., Post Office Box 266, Brandenburg, Ky. Applicant's attorney: Robert M. Pearce, 221 St. Clair, Frankfort, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), (1) between Owensboro, Ky., and Falls of Rough State Park, Ky.; from Owensboro over Kentucky Highway 54 to junction Kentucky Highway 105, thence over Kentucky Highway 105 to Falls of Rough State Park, and return over the same route, serving all intermediate points and off-route points within three (3) miles of the described route but restricted against serving any points in Indiana within the Owensboro, Ky., Commercial Zone, and (2) between Harned, Ky. and Falls of Rough State Park, Ky.; from Harned over Kentucky Highway 259 to junction Kentucky Highway 108 (near Axtel), thence over Kentucky Highway 108 through Axtel to junction access road, thence over access road to Falls of Rough State Park, and return over the same route, serving all intermediate points and off-route points within three (3) miles of the described route.

No. MC 22195 (Sub-No. 99), filed March 3, 1964. Applicant: DAN DUGAN TRANSPORT COMPANY, a corporation, Post Office Box 946, 41st and Grange Avenue, Sioux Falls, S. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum asphalts, petroleum road oils* in bulk, in tank vehicles, to road construction and maintenance sites (1) from points in North Dakota to points in Minnesota and South Dakota, (2) from points in South Dakota to points in Iowa, Minnesota, Nebraska, and North Dakota, and (3) from points in that part of Nebraska on and north of U.S. Highway 20 beginning at the Iowa-Nebraska state line to the Wyoming-Nebraska state line to points in Iowa, Minnesota, and South Dakota, and rejected shipments of the above specified commodities in (1), (2), and (3), above on return.

NOTE: Applicant states no duplicating authority is sought.

No. MC 42487 (Sub-No. 595), filed March 16, 1964. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Gettysburg, Pa., and Hagerstown, Md.; from Gettysburg over Pennsylvania Highway 116 to junction Pennsylvania Highway 16, thence over Pennsylvania Highway 16 to junction of unnumbered highway (one mile west of Rouzerville), thence over unnumbered highway to Ringgold, Md., thence over Maryland Highway 418 to junction of Maryland Highway 60, thence over Maryland Highway 60 to Hagerstown, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only.

NOTE: Common control may be involved.

No. MC 64112 (Sub-No. 20), filed March 9, 1964. Applicant: NORTH-EASTERN TRUCKING COMPANY, a corporation, Post Office Box 1493, 2508 Starita Road, Charlotte, N.C. Applicant's representative: W. D. Turner, Post Office Box 3661, Charlotte, N.C., 28203. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cast iron pipe and fittings and related articles*, on flatbed equipment, from Charlotte, N.C., to points in Duval County, Fla.

No. MC 102616 (Sub-No. 747), filed March 17, 1964. Applicant: COASTAL TANK LINES, INC., 501 Grantley Road, York, Pa. Applicant's attorney: Harold G. Hernly, 711 14th Street, Washington, 5, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products* (except petrochemicals), in bulk, in tank vehicles, from Granville, W. Va., to points in Fayette County, Pa. (except Uniontown and points within 5 miles thereof).

No. MC 113828 (Sub-No. 59), filed March 4, 1964. Applicant: O'BOYLE TANK LINES, INCORPORATED, 4848 Cordell Avenue NW., Washington 14, D.C. Applicant's attorney: William P. Sullivan, 1825 Jefferson Place NW., Washington 36, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid sugar and blends thereof*, in bulk, in tank vehicles, from Philadelphia, Pa., to points in Montgomery County, Md.

No. MC 115162 (Sub-No. 89), filed March 11, 1964. Applicant: WALTER POOLE, doing business as POOLE TRUCK LINE, Evergreen, Ala. Applicant's attorney: Hugh R. Williams, 3029 West Fairview Avenue, Montgomery 6, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry fertilizer*, from points in Santa Rosa County, Fla., to points in Florida.

No. MC 115354 (Sub-No. 2), filed March 3, 1964. Applicant: HERMAN COLUSSY, doing business as COLUSSY ICE COMPANY, 647 Baldwin Street, Bridgeville, Pa. Applicant's attorney: John A. Vuono, 1515 Park Building, Pittsburgh, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Plumbing and heating fixtures, materials*, and *supplies*, between Pittsburgh, Pa., on the one hand, and, on the other, points in New York, Ohio, Pennsylvania, Maryland, and West Virginia bounded by a line beginning at the junction of U.S. Highways 20 and 42 in Cleveland, Ohio, and extending east and north along U.S. Highway 20 through Buffalo, N.Y., to junction U.S. Highway 15 near Avon, N.Y., thence south along U.S. Highway 15 to Frederick, Md., thence west along U.S. Highway 40 to Cumberland, Md., thence south along U.S. Highway 220 to junction U.S. Highway 50, to Parkersburg, W. Va., thence north along U.S. Highway 21 to Cleveland, the point of beginning, including points on the indicated portions of the highways specified.

NOTE: The proposed service will be restricted to a "service to be performed under a continuing contract with Acme Plumbing Supply, Inc., of Pittsburgh, Pa.

No. MC 123268 (Sub-No. 2), filed March 5, 1964. Applicant: STEVENS EXPRESS, INC., 1013 East 11th Street, Post Office Box 92, Hutchinson, Kans. Applicant's attorney: James F. Miller, Suite N-13 Medical & Professional Building, 7501 Mission Road, Shawnee Mission, Kans. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, and commodities requiring special equipment), between Hutchinson, Kans., and Kansas City, Mo.: From Hutchinson over U.S. Highway 50 to junction with Interstate Highway 35, thence over Interstate Highway 35 to Kansas City, Kans., and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's regular route operations.

No. MC 123684 (Sub-No. 4), filed March 5, 1964. Applicant: THE H. R. LINE, INC., Box 447, Arcadia, Ind. Applicant's attorney: Thomas F. Quinn, Suite 715-716, First Federal Building, Indianapolis 4, Ind. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *New furniture*, crated, from the plant site of the Harris Pine Mills, Inc., located near Hamburg, Pa., to points in Connecticut, Delaware, Massachusetts, New Jersey, Rhode Island, and Vermont.

No. MC 123888 (Sub-No. 2), filed March 5, 1964. Applicant: CANA TRANSPORT CO., INC., 706 Franklin Street, Endicott, N.Y. Applicant's attorney: Donald C. Carmien, 300 Press Building, Binghamton, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Materials and supplies used in the production and manufacture of shoes*, from Endicott and Johnson City, N.Y., to Ackerman, Miss., and (2) *finished footwear in boxes, returned shipments of materials and supplies used in the manufacture and production of shoes, miscellaneous machinery for the manufacture of footwear, dollies, boxes, paper and shipping cartons*, from Ackerman, Miss., to Knoxville, Tenn., and Endicott and Johnson City, N.Y.

No. MC 123992 (Sub-No. 14), filed March 16, 1964. Applicant: SCHWERMAN CO. OF PA., INC., 611 South 28 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: *Cement*, from West Winfield, Pa., to points in Chautauqua, Cattaraugus, and Allegany Counties, N.Y.

NOTE: Common control may be involved.

MOTOR CARRIERS OF PASSENGERS

No. MC 45626 (Sub-No. 51) (CORRECTION), filed February 10, 1964, published FEDERAL REGISTER issue March 4, 1964, republished as corrected, this issue. Applicant: VERMONT TRANSIT CO., INC., 135 St. Paul Street, Burlington, Vt. Applicant's attorney: J. G. Dail, Jr., 2001 Massachusetts Avenue NW., Washington, D.C., 20036. The purpose of this republication is to show (9) and (10) as serving all intermediate points as follows: (9) between Rochester, Vt., and Castleton, Vt.: from Rochester over Vermont Highway 73 to Brandon, Vt., and thence over unnumbered highway to Hubbardton, Vt., thence over Vermont Highway 30 to Castleton, and return over the same route, serving all intermediate points, and serving Castleton for purpose of joinder with carrier's existing certificated routes, (10) between Windsor, Vt., and junction Vermont Highways 106 and 10: from Windsor over Vermont Highway 44 to junction Vermont Highway 106 thence over Vermont Highway 106 to junction Vermont Highway 10, and return over the same route, serving all intermediate points, with right of joinder at Amsden.

By the Commission.

[SEAL] HAROLD D. MCCOY, *Secretary*.

[F.R. Doc. 64-2840; Filed, Mar. 24, 1964; 8:48 a.m.]

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

MARCH 20, 1964.

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. L-8859, Case No. 3, filed February 20, 1964. Applicant: MERCHANT'S DELIVERY SERVICE, 925 Evergreen Street SE., Grand Rapids, Mich. Applicant's attorney: J. M. Neath, Jr., 300 Michigan Trust Building, Grand Rapids, Mich. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *merchandise* in packages no larger than 12 cubic feet or ninety pounds, from Aldens Catalog Offices, Inc. and Spiegel, Incorporated of Michigan, from Grand Rapids, Mich., and points in its Commercial Zone, to points within forty (40) miles of Grand Rapids, Mich.

HEARING: April 6, 1964, at 9:30 a.m., in the offices of the Commission, Lewis Cass Building, South Walnut Street, Lansing, Mich.

Requests for procedural information, including the time for filing protests, concerning this application should be addressed to the Michigan Public Service Commission, Lewis Cass Building, Lansing, Mich., 48913, and should not be directed to the Interstate Commerce Commission.

State Docket No. E-12896 (AMENDED), filed March 9, 1964. Applicant: POULSBO-SEATTLE AUTO FREIGHT, INC., 2100 Alaskan Way, Seattle, Wash. Applicant's attorney: George H. Hart, 640 Central Building, Seattle, Wash. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *general commodities*, over regular routes, between Seattle, Wash., on the one hand, and, on the other, Bremerton and Port Orchard, Wash., as follows: (1) Via ferry between Seattle, Wash., and Bainbridge Island, thence via Agate Pass Bridge to Poulsbo, Wash., thence over Washington Highway 21 to Bremerton, Wash., and Washington Highway 14 to Port Orchard, Wash.; or (2) via ferry between Seattle, Wash. and Bremerton, Wash.; or (3) via U.S. Highway 99 to Tacoma Wash. and the Narrows Bridge and Washington Highway 14 to Fort Orchard, Wash.

NOTE: Applicant states proposed service will include all intermediate points and off-route points in Kitsap County, Wash. (except those located on Bainbridge Island), and all points within ten (10) miles of Seattle, Wash. This application appeared as State Docket No. E-12896, in the FEDERAL REGISTER issue of December 18, 1963, seeking authority to transport general commodities, with certain exceptions, over irregular routes, between Seattle, Wash., on the one hand, and, on the other, points in Kitsap County, Wash. (excluding Bainbridge Island), and between points in Kitsap County, Wash. (excluding Bainbridge Island).

HEARING: April 21, 1964, in Seattle, Wash.

Requests for procedural information, including the time for filing protests concerning this application should be addressed to the Washington Utilities and Transportation Commission, Insurance Building, Olympia, Wash., and should not be directed to the Interstate Commerce Commission.

By the Commission.

[SEAL] HAROLD D. MCCOY, *Secretary.*

[F.R. Doc. 64-2841; Filed, Mar. 24, 1964; 8:48 a.m.]

FOURTH SECTION APPLICATION FOR RELIEF

MARCH 20, 1964.

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. 38898: *Joint motor-rail rates—Middle Atlantic.* Filed by Middle Atlantic Conference, agent (No. 40), for interested carriers. Rates on various commodities moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in Middle Atlantic territory, also between points in Middle Atlantic territory, on the one hand, and points in New England territory, on the other.

Grounds for relief: Motor-truck competition.

Tariff: Supplement 18 to Middle Atlantic Conference, agent, tariff MF-I.C.C. A-1430.

By the Commission.

[SEAL] HAROLD D. MCCOY, *Secretary.*

[F.R. Doc. 64-2837; Filed, Mar. 24, 1963; 8:47 a.m.]

DEPARTMENT OF LABOR

Wage and Hour Division

CERTIFICATES AUTHORIZING EMPLOYMENT OF LEARNERS AT SPECIAL MINIMUM RATES

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended, 29 U.S.C. 201 et seq.), and Administrative Order No. 579 (28 F.R. 11524) the firms listed in this notice have been issued special certificates authorizing the employment of learners at hourly wage rates lower than the minimum wage rates otherwise applicable under section 6 of the act. The effective and expiration dates, occupations, wage rates, number or proportion of learners and learning periods, for certificates issued under general learner regulations (29 CFR 522.1 to 522.9), and the principal product manufactured by the employer are as indicated below. Conditions provided in certificates issued under the supplemental industry regulations cited in the captions below are as established in those regulations.

Apparel Industry Learner Regulations (29 CFR 522.1 to 522.9, as amended, and 29 CFR 522.20 to 522.25, as amended).

The following learner certificates were issued authorizing the employment of 10 percent of the total number of factory production workers for normal labor turnover purposes. The effective and expiration dates are indicated.

The Arrow Co., Bremen, Ga.; effective 3-13-64 to 3-12-65 (men's shirts).

Atwood, Inc., Mooresville, N.C.; effective 3-9-64 to 3-8-65 (men's work pants and shirts).

Bee & Gee Pants Manufacturing Co., Inc., 416-418 Main Street, Dickson City, Pa.; effective 3-14-64 to 3-13-65 (men's and boys' pants).

Big Yank Corporation, Dixie Factory, 100 Ferguson Street, Hattiesburg, Miss.; effective 3-3-64 to 3-2-65 (men's work shirts and men's and boys' pants).

Bishopville Manufacturing Co., Gregg Street, Bishopville, S.C.; effective 3-18-64 to 3-17-65 (women's dresses).

Bowcar Manufacturing Corporation, Bowman, S.C.; effective 3-2-64 to 3-1-65 (men's overalls, slacks, and outerwear jackets).

Capitol City Manufacturing Co., 1651 Holland Street, West Columbia, S.C.; effective 3-18-64 to 3-17-65 (women's house dresses).

Carolina Sportswear Co., Warrenton, N.C.; effective 3-6-64 to 3-5-65 (men's and boys' sport shirts).

Edgewood Casuals, Inc., Lexington, N.C.; effective 3-11-64 to 3-10-65 (men's sport and dress shirts).

Gip's Manufacturing Co., Randall Street, Hartwell, Ga.; effective 3-10-64 to 3-9-65 (men's and boys' slacks and shorts).

Greer Shirt Corporation, P.O. Box 390, Greer, S.C.; effective 3-4-64 to 3-3-65 (men's and boys' sport shirts).

Flintrock Shirt Co., Inc., Marshall, Ark.; effective 3-6-64 to 3-5-65 (men's sport shirts).

Hickman Garment Co., Hickman, Ky.; effective 3-5-64 to 3-4-65 (men's and boys' outerwear jackets).

Edward Hyman Co., Prentiss, Miss.; effective 3-15-64 to 3-14-65 (men's work pants).

Imperial Shirt Corporation, True Loom Division, Lafayette, Tenn.; effective 3-6-64 to 3-5-65 (men's sport shirts).

F. Jacobson & Sons, Inc., Monticello Road, Charlottesville, Va.; effective 3-9-64 to 3-8-65 (men's woven pajamas).

Lake Sleepwear Corporation, P.O. Box 266, Route 58, Boydton, Va.; effective 3-1-64 to 2-28-65 (women's and children's nightwear).

The H. D. Lee Company, Inc., 117 W. 20th Street, Kansas City, Mo.; effective 3-7-64 to 3-6-65 (men's overalls, work pants, and work jackets).

Miller Manufacturing Co., Inc., P.O. Box 1148, Joplin, Jasper County, Mo.; effective 3-6-64 to 3-5-65 (men's work shirts and trousers).

Oberman Manufacturing Co., Harrison, Ark.; effective 3-10-64 to 3-9-65 (men's and boys' pants).

Ottenheimer Bros. Manufacturing Co., a division of Kellwood Co., dress division, Second and Victory Streets, Little Rock, Ark.; effective 3-14-64 to 3-13-65 (women's and misses' dresses and uniforms).

Ottenheimer Bros. Manufacturing Co., shirt division, 5801 Scott Hamilton Drive, Little Rock, Ark.; effective 3-14-64 to 3-13-65 (women's, misses', and children's shirts).

Reidbord Bros. Co., Lumber Street, Buckhannon, W. Va.; effective 3-7-64 to 3-6-65 (men's dress and work trousers).

Shutzer Manufacturing Co., Inc., 250 Canal Street, Lawrence, Mass.; effective 3-9-64 to 3-8-65 (men's, boys' and women's outerwear jackets).

Somerville Manufacturing Co., Inc., Somerville, Tenn.; effective 3-10-64 to 3-9-65 (men's cotton and synthetic slacks).

Summerville Dress Co., Inc., Summerville, S.C.; effective 3-2-64 to 3-1-65 (children's dresses).

Weaver Pants Co., Inc., 503 Polk Street, Corinth, Miss.; effective 3-9-64 to 3-8-65 (men's slacks).

Jack Winter Manufacturing Corporation, Marianna, Ark.; effective 3-5-64 to 3-4-65 (men's and ladies' slacks).

The following learner certificates were issued for normal labor turnover purposes. The effective and expiration dates and the number of learners authorized are indicated.

Ann Lee Frocks, 108 South Main Street, Pittston, Pa.; effective 3-9-64 to 3-8-65; 5 learners (women's dresses).

Berlin Manufacturing Co., Inc., Berlin, Md.; effective 3-4-64 to 3-3-65; 10 learners (men's work pants).

Duquesne Manufacturing Co., 852 Constitution Boulevard, New Kensington, Pa.; effective 4-1-64 to 3-31-65; 10 learners (women's dresses).

Love Land Tog's Inc., 270 Bradford Street, Albany, N.Y.; effective 3-2-64 to 3-1-65; 10 learners (children's dresses).

Rock Hall Manufacturing Co., Rock Hall, Md.; effective 3-9-64 to 3-8-65; 10 learners (men's and boys' knit shirts).

Smart Style, Inc., 109 Country Club Drive, Asheboro, N.C.; effective 3-9-64 to 3-8-65; 10 learners. Learners may not be employed at special minimum wage rates in the production of skirts (ladies' dresses).

Troup Industries, Park Lane, West Point, Ga.; effective 3-5-64 to 3-4-65; 10 learners. Learners may not be employed at special minimum wage rates in the production of skirts (ladies' pants).

The following learner certificates were issued for plant expansion purposes. The effective and expiration dates and the number of learners authorized are indicated.

Form-O-Uth Brassiere Co., d/b/a Marie Foundations Branch, Pampa, Tex.; effective 3-9-64 to 9-8-64; 70 learners (women's brassieres and girdles).

Gip's Manufacturing Co., Randall Street, Hartwell, Ga.; effective 3-10-64 to 9-9-64; 20 learners (men's and boys' slacks and walking shorts).

Hickman Garment Co., Hickman, Ky.; effective 3-5-64 to 9-4-64; 15 learners (men's and boys' outerwear jackets).

LGAM Manufacturing Co., Inc., Woodsfield, Ohio; effective 3-5-64 to 9-4-64; 15 learners (ladies' blouses).

Top-Notch Manufacturing Co., 2101 Cypress Street, El Paso, Tex.; effective 3-9-64 to 9-8-64; 40 learners (men's and boys' overalls).

Cigar Industry Learner Regulations (29 CFR 522.1 to 522.9, as amended, and 29 CFR 522.80 to 522.85, as amended).

T. E. Brooks & Co., Poplar and Dewey Streets, York, Pa.; effective 3-9-64 to 3-8-65; 10 learners for normal labor turnover purposes (machine made cigars).

Glove Industry Learner Regulations (29 CFR 522.1 to 522.9, as amended, and 29 CFR 522.60 to 522.65, as amended).

Templeton Glove Co., Inc., 5 Corey Street, Amsterdam, N.Y.; effective 3-6-64 to 3-5-65; 10 learners for normal labor turnover purposes (ladies' and children's gloves).

Templeton Glove Co., Inc., Midway Place, Fonda, N.Y.; effective 3-6-64 to 3-5-65; 10 learners for normal labor turnover purposes (ladies' and children's gloves).

Templeton Glove Co., Inc., 286 Arch Street, Schenevus, N.Y.; effective 3-6-64 to 3-5-65; 10 learners for normal labor turnover purposes (ladies' and children's gloves).

Knitted Wear Industry Learner Regulations (29 CFR 522.1 to 522.9, as amended, and 29 CFR 522.30 to 522.35, as amended).

Movie Star of Magnolia, Inc., Magnolia, Miss.; effective 3-9-64 to 3-8-65; 5 percent of the total number of factory production workers for normal labor turnover purposes (ladies' sleepwear).

Regulations Applicable to the Employment of Learners (29 CFR 522.1 to 522.9, as amended).

The following learner certificates were issued in Puerto Rico to the companies hereinafter named. The effective and expiration dates, learner rates, occupations, learning periods, and the number of learners authorized to be employed, are indicated.

Melisa Brassiere Co., Inc., P.O. Box 905, Caguas, P.R.; effective 1-22-64 to 1-21-65; 10 learners for normal labor turnover purposes, in the occupation of sewing machine operator for a learning period of 480 hours at the rates of 88¢ an hour for the first 320 hours and 98¢ an hour for the remaining 160 hours (brassieres).

Swan Textile Finishing Corporation, Km. 66.8 Road No. 2, P.O. Box 693, Arecibo, P.R.; effective 2-17-64 to 8-16-64; 24 learners for plant expansion purposes, in the occupation of machine operator; tender; fixer, each for a learning period of 240 hours at the rate of 72¢ an hour (dyeing of tricot cloth).

Virginia Garment Co., P.O. Box 79, San Sebastian, P.R.; effective 2-10-64 to 8-9-64; 13 learners for plant expansion purposes, in the occupation of sewing machine operator for a learning period of 480 hours at the rates of 72¢ an hour for the first 240 hours and 84¢ an hour for the remaining 240 hours (ladies' underwear).

Each learner certificate has been issued upon the representations of the employer which, among other things, were that employment of learners at special minimum rates is necessary in order to prevent curtailment of opportunities for employment, and that experienced workers for the learner occupations are not available. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within fifteen days after publication of this notice in the FEDERAL REGISTER pursuant to the provisions of 29 CFR 522.9. The certificates may be annulled or withdrawn, as indicated therein, in the manner provided in 29 CFR, Part 528.

Signed at Washington, D.C., this 13th day of March 1964.

ROBERT G. GRONEWALD,
Authorized Representative of the Administrator.

[F.R. Doc. 64-2829; Filed, Mar. 24, 1964; 8:47 a.m.]

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