

# FEDERAL REGISTER

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Pages 7735-7799

**Agencies in this issue—**

The President  
Atomic Energy Commission  
Civil Aeronautics Board  
Consumer and Marketing Service  
Customs Bureau  
Federal Aviation Agency  
Federal Communications Commission  
Federal Maritime Commission  
Federal Power Commission  
Federal Reserve System  
Fish and Wildlife Service  
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National Park Service  
Navy Department  
Office of Special Representative for  
Trade Negotiations  
Post Office Department  
Securities and Exchange Commission  
Tariff Commission

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Volume 78

UNITED STATES  
STATUTES AT LARGE

[88th Cong., 2d Sess.]

Contains laws and concurrent resolutions enacted by the Congress during 1964, the twenty-fourth amendment to the Constitution, and Presidential proclamations. Included is a nu-

merical listing of bills enacted into public and private law, and a guide to the legislative history of bills enacted into public law.

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## Title 3—THE PRESIDENT

### Executive Order 11228

#### PROVIDING FOR THE PERFORMANCE BY THE CIVIL SERVICE COMMISSION OF CERTAIN FUNCTIONS VESTED IN OR SUBJECT TO THE APPROVAL OF THE PRESIDENT

By virtue of the authority vested in me by Section 301 of Title 3 of the United States Code, and as President of the United States, it is hereby ordered as follows—

SECTION 1. The United States Civil Service Commission is hereby designated and empowered to exercise, without the approval, ratification, or other action of the President, the following:

(1) The authority vested in the United States Civil Service Commission by Section 605 of the Federal Employees Pay Act of 1945, 59 Stat. 304 (5 U.S.C. 945), to issue, subject to the approval of the President, regulations necessary for the administration of certain provisions of that Act insofar as the Act affects officers and employees in or under the executive branch of the Government.

(2) The authority vested in the President by Section 203(f) of the Annual and Sick Leave Act of 1951, 65 Stat. 680 (5 U.S.C. 2062(f)), to prescribe regulations governing the granting of leave of absence as described in that Section.

(3) Except as to Presidential appointees, the authority vested in the President (A) by Section 204 of the Act of June 30, 1932, 47 Stat. 404, to exempt from automatic separation from the service under that Section any person when, in his judgment, the public interest so requires, and (B) by Section 5(c) of the Civil Service Retirement Act, 70 Stat. 748 (5 U.S.C. 2255(c)), to exempt from automatic separation from the service under Section 5 of that Act any employee when, in his judgment, the public interest so requires.

SEC. 2. The Chairman of the United States Civil Service Commission is hereby designated and empowered to exercise, without the approval, ratification, or other action of the President, the authority vested in the President by Section 304(e) of the Government Employees' Incentive Awards Act, 68 Stat. 1113 (5 U.S.C. 2123(e)), to determine the activity primarily benefiting, or the various activities benefiting, from any suggestion, invention, superior accomplishment, or other personal effort of any civilian officer or employee of the Government which constitutes the basis of any Presidential award or honorary recognition made or granted under Section 304(b) of that Act (5 U.S.C. 2123(b)).

SEC. 3. The following are hereby superseded:

- (1) Part II of Executive Order No. 10530 of May 10, 1954.
- (2) Executive Order No. 10682 of October 22, 1956.
- (3) Section 5 of Executive Order No. 10800 of January 15, 1959.
- (4) Executive Order No. 10835 of August 21, 1959.
- (5) So much of Section 2 of Executive Order No. 10903 of January 9, 1961, as added paragraph (e) to Section 2 of Executive Order No. 10530 of May 10, 1954.

SEC. 4. (a) Unless inappropriate, references in this Order to any statute or to any provision of any statute shall be deemed to include references thereto as amended from time to time.

(b) Unless inappropriate, any reference in any Executive order to any Executive order which is superseded by this Order, or to any Executive order provision so superseded, shall hereafter be deemed to refer to this Order or to the provision of Section 1 or Section 2 of this Order, if any, which corresponds to the superseded provision.

SEC. 5. All actions heretofore taken by the President or by his delegates in respect of the matters affected by Sections 1 and 2 of this Order and in force at the time of the issuance of this Order, including any regulations prescribed or approved by the President or by his delegates in respect of such matters, shall, except as they may be inconsistent with the provisions of this Order, remain in effect until amended, modified, or revoked pursuant to the authority conferred by this Order unless sooner terminated by operation of law.

LYNDON B. JOHNSON

THE WHITE HOUSE,  
*June 14, 1965.*

[F.R. Doc. 65-6366; Filed, June 14, 1965; 4:34 p.m.]

## Executive Order 11229

## PARTICIPATION IN THE INTERNATIONAL COFFEE ORGANIZATION

By virtue of the authority vested in me by the Constitution of the United States of America, the International Coffee Agreement Act of 1965 (Public Law 89-23, approved May 22, 1965, hereinafter referred to as the Act), the International Coffee Agreement, 1962, ratified December 20, 1963, and proclaimed January 17, 1964 (TIAS 5505, hereinafter referred to as the Agreement), and Section 301 of Title 3 of the United States Code, and as President of the United States, it is ordered as follows:

SECTION 1. *Secretary of State.* Subject to the provisions of this Order, the powers of the President involved in the participation of the United States of America in the Agreement, including so much of the functions conferred upon the President by the Act as is neither reserved nor delegated to other officers herein, are hereby delegated to the Secretary of State.

SEC. 2. *Secretary of the Treasury.* The functions conferred upon the President by subsections (1) and (2) of Section 2 of the Act, together with the authority to issue and enforce such rules and regulations as may be necessary to perform such functions, are hereby delegated to the Secretary of the Treasury.

SEC. 3. *Secretaries of State, the Treasury, Agriculture, Commerce, and Labor.* The functions conferred upon the President by subsection (3) of Section 2 of the Act, together with the authority to issue and enforce such rules and regulations as may be necessary to perform these functions, are hereby delegated to the Secretaries of State, the Treasury, Agriculture, Commerce, and Labor, severally.

SEC. 4. *Functions reserved.* There are hereby reserved to the President the functions conferred upon him by Sections 5 and 8, and by the first sentence of Section 4, of the Act.

SEC. 5. *Coordination.* The functions assigned by the provisions of this Order shall be performed under effective coordination. The measures of coordination hereunder shall include the following:

(1) In effecting and carrying out the participation of the United States of America in the Agreement, the Secretary of State shall consult with the appropriate heads of Federal agencies, including the Secretary of the Treasury, the Secretary of Agriculture, the Secretary of Commerce, and the Secretary of Labor.

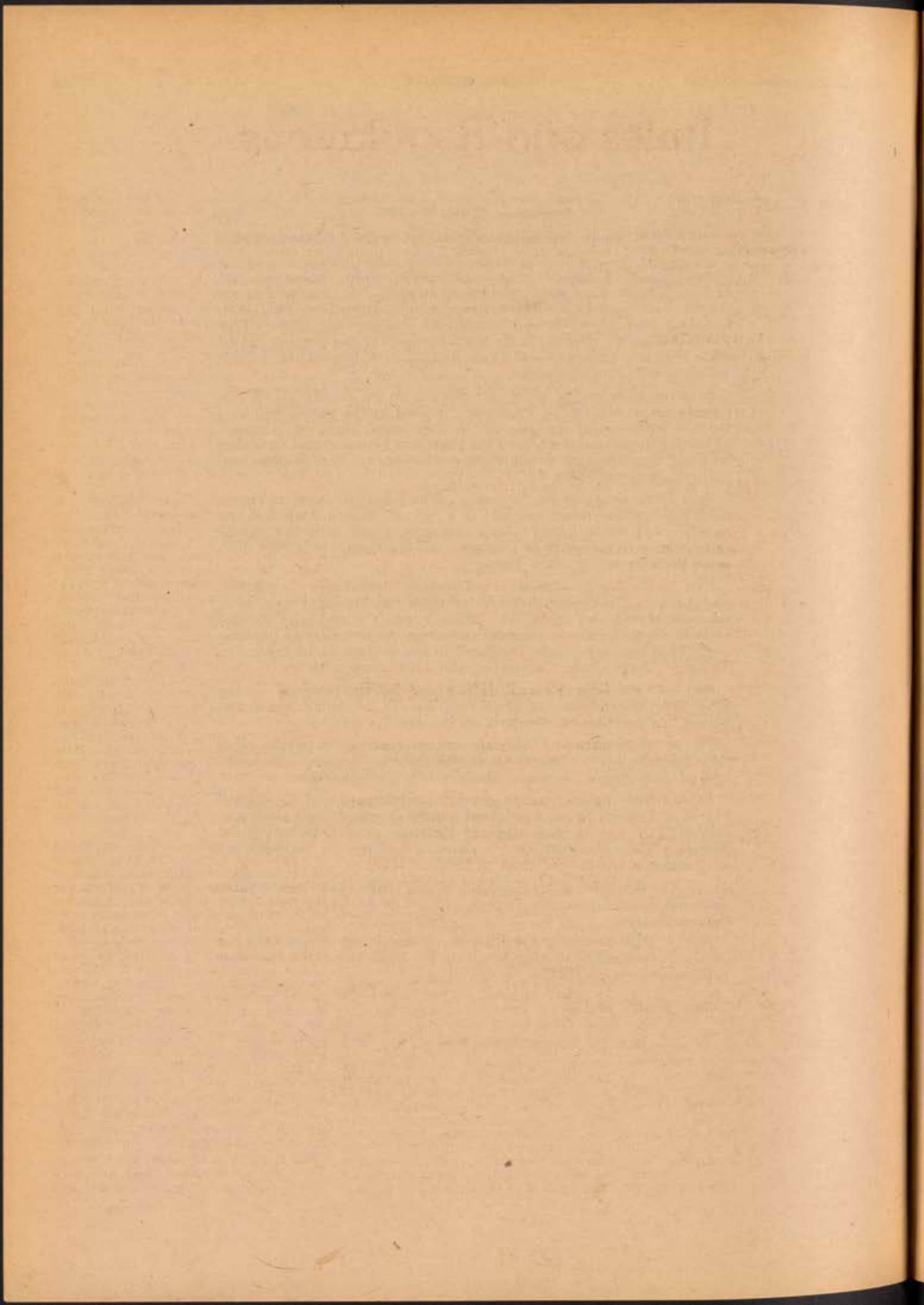
(2) The delegates under Section 3 of this Order shall use the functions delegated thereunder as they and the Secretary of State shall mutually agree.

SEC. 6. *Redelegation.* Each Secretary mentioned in this Order is hereby authorized to redelegate within his Department the functions hereinabove assigned to him.

LYNDON B. JOHNSON

THE WHITE HOUSE,  
June 14, 1965.

[F.R. Doc. 65-6367; Filed, June 14, 1965; 4:34 p.m.]



# Rules and Regulations

## Title 7—AGRICULTURE

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

[Lime Reg. 2, Amdt. 5]

#### PART 944—FRUIT; IMPORT REGULATIONS

##### Limes

Pursuant to the provisions of section 8e of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), the provisions of paragraph (a) of § 944.201 (Lime Regulation 2; 29 F.R. 8160, 9320, 11706; 30 F.R. 3374, 5621) are hereby amended to read as follows:

##### § 944.201 Lime Regulation 2.

(a) On and after 12:01 a.m., e.s.t., June 21, 1965, the importation into the United States of any limes is prohibited unless such limes are inspected and meet the following requirements:

(1) Such limes of the group known as true limes (also known as Mexican, West Indian, and Key limes and by other synonyms) meet the requirements of at least U.S. No. 2 grade for Persian (Tahiti) limes, except as to color;

(2) Such limes of the group known as large fruited or Persian limes (including Tahiti, Bearss, and similar varieties) grade at least U.S. Combination, Mixed Color, with not less than 60 percent, by count, of the limes in each container thereof grading not less than U.S. No. 1, Mixed Color, and the remainder thereof grading not less than U.S. No. 2, Mixed Color; and

(3) Such limes of the group known as large fruited or Persian limes (including Tahiti, Bearss, and similar varieties) are of a size not smaller than 1½ inches in diameter: *Provided*, That such limes which are of a size smaller than 1½ inches in diameter but not of a size smaller than 1½ inches in diameter may be imported if such smaller limes have an average juice content of at least 50 percent, by volume.

(4) Notwithstanding the provisions of subparagraph (3) of this paragraph, not to exceed 10 percent, by count, of the limes in any lot of containers may fail to meet the applicable size requirement: *Provided*, That no individual container of limes having a net weight of more than 3 pounds may have more than 15 percent, by count, of limes which fail to meet such applicable size requirement.

It is hereby found that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice, engage in public rule making procedure, and postpone the effective time of

this amendment beyond that herein-after specified (5 U.S.C. 1001-1011) in that (a) the requirements of this amended import regulation are imposed pursuant to section 8e of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), which makes such regulation mandatory; (b) such regulation imposes the same restrictions being made applicable to domestic shipments of limes under Lime Regulation 19 (§ 911.321), which becomes effective June 14, 1965; (c) compliance with this amended import regulation will not require any special preparation which cannot be completed by the effective time hereof; (d) notice hereof in excess of 3 days, the minimum that is prescribed by said section 8e, is given with respect to such regulation; and (e) such notice is hereby determined, under the circumstances, to be reasonable.

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

Dated, June 11, 1965, to become effective at 12:01 a.m., e.s.t., June 21, 1965.

FLOYD F. HEDLUND,  
Director, Fruit and Vegetable  
Division, Consumer and Mar-  
keting Service.

[F.R. Doc. 65-6287; Filed, June 15, 1965;  
8:49 a.m.]

## Title 12—BANKS AND BANKING

### Chapter II—Federal Reserve System

#### SUBCHAPTER A—BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM

[Reg. R]

#### PART 218—RELATIONS WITH DEALERS IN SECURITIES UNDER SECTION 32, BANKING ACT OF 1933

##### Investment for Own Account

##### § 218.110 Investment for own account affects applicability of section 32.

(a) The Board of Governors has been presented with the question whether a certain firm is primarily engaged in the activities described in section 32 of the Banking Act of 1933. If the firm is so engaged, then the prohibitions of section 32 forbid a limited partner to serve as employee of a member bank.

(b) The firm describes the bulk of its business, producing roughly 60 percent of its income, as "investing for its own account." However, it has a seat on the local stock exchange, and acts as specialist and odd-lot dealer on the floor of the exchange, an activity responsible for some 30 percent of its volume and profits. The firm's "off-post trading," apart from the investment account, gives rise to about 5 percent of its total volume and 10 percent of its profits. Gross volume has risen from \$4 to \$10 million over the past

3 years, but underwriting has accounted for no more than one-half of 1 percent of that amount.

(c) Section 32 provides that "No officer, director, or employee of any corporation or unincorporated association, no partner, or employee of any partnership, and no individual, primarily engaged in the issue, flotation, underwriting, public sale, or distribution, at wholesale, or retail, or through syndicate participation, of stocks, bonds, or other similar securities, shall serve the same time (sic) as an officer, director, or employee of any member bank \* \* \*"

(d) In interpreting this language, the Board has consistently held that underwriting, acting as a dealer, or generally speaking, selling, or distributing securities as a principal, is covered by the section, while acting as broker or agent is not.

(e) In one type of situation, however, although a firm was engaged in selling securities as principal, on its own behalf, the Board held that section 32 did not apply. In these cases, the firm alleged that it bought and sold securities purely for investment purposes. Typically, those cases involved personal holding companies or small family investment companies. Securities had been purchased only for members of a restricted family group, and had been held for relatively long periods of time.

(f) The question now before the Board is whether a similar exception can apply in the case of the investment account of a professional dealer. In order to answer this question, it is necessary to analyze, in the light of applicable principles under the statute, the three main types of activity in which the firm has been engaged, (1) acting as specialist and odd-lot dealer, (2) off-post trading as an ordinary dealer, and (3) investing for its own account.

(g) On several occasions, the Board has held that, to the extent the trading of a specialist or odd-lot dealer is limited to that required for him to perform his function on the floor of the exchange, he is acting essentially in an agency capacity. In a letter of September 13, 1934, the Board held that the business of a specialist was not of the kind described in the (unamended) section on the understanding that " \* \* \* in acting as specialists on the New York Curb Exchange, it is necessary for the firm to buy and sell odd lots and \* \* \* in order to protect its position after such transactions have been made, the firm sells or buys shares in lots of 100 or multiples thereof in order to reduce its position in the stock in question to the smallest amount possible by this method. It appears therefore that, in connection with these transactions, the firm is neither trading in the stock in question or taking a position in it except to the extent made necessary by the fact that it deals in odd lots and

cannot complete the transactions by purchases and sales on the floor of the exchange except to the nearest 100 share amount."

(h) While subsequent amendments to section 32 to some extent changed the definition of the kinds of securities business that would be covered by the section, the amendments were designed, so far as is relevant to the present question, to embody existing interpretations of the Board. Accordingly, to the extent that the firm's business is described by the above letter of the Board, it should not be considered to be of a kind described in section 32.

(i) Turning to the firm's off-post trading, the Board is inclined to agree with the view that this is sufficient to make the case a borderline one under the statute. In the circumstances, the Board might prefer to postpone making a determination until figures for 1965 could be reviewed, particularly in the light of the recent increase in total volume, if it were not for the third category, the firm's own investment account.

(j) While this question has not been squarely presented to it in the past, the Board is of the opinion that when a firm is doing any significant amount of business as a dealer or underwriter, then investments for the firm's own account should be taken into consideration in determining whether the firm is "primarily engaged" in the activities described in section 32. The division into dealing for one's own account, and dealing with customers, is a highly subjective one, and although a particular firm or individual may be quite scrupulous in separating the two, the opportunity necessarily exists for the kind of abuse at which the statute is directed. The Act is designed to prevent situations from arising in which a bank director, officer, or employee could influence the bank or its customers to invest in securities in which his firm has an interest, regardless of whether he, as an individual, is likely to do so. In the present case, when these activities are added to the firm's "off-post trading", the firm clearly falls within the statutory definition.

(k) For the reasons just discussed, the Board concludes that the firm must be considered to be primarily engaged in activities described in section 32, and that the prohibitions of the section forbid a limited partner in that firm to serve as employee of a member bank.

(12 U.S.C. 248(i). Interprets or applies 12 U.S.C. 78)

Dated at Washington, D.C., this 14th day of May 1965.

BOARD OF GOVERNORS OF THE  
FEDERAL RESERVE SYSTEM,  
[SEAL] MERRITT SHERMAN,  
Secretary.

[F.R. Doc. 65-6222; Filed, June 15, 1965; 8:45 a.m.]

## Title 14—AERONAUTICS AND SPACE

### Chapter I—Federal Aviation Agency

[Airspace Docket No. 64-EA-71]

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

##### Alteration of Federal Airways; Correction

On June 3, 1965, Federal Register Document 65-5743 was published in the FEDERAL REGISTER (30 F.R. 7312) amending Part 71 of the Federal Aviation Regulations by altering VOR Federal airways Nos. 140, 157, 265, and 476 in the vicinity of Washington, D.C.

This document contained, in part, under Item No. 2, a description of the alteration of V-157 in which it was stated that the airspace within R-4401 was excluded from the airway. The restricted area excluded should have been R-4001. In order to correct this inadvertent typographical error, action is taken herein to substitute R-4001 for R-4401 as it appears under Item No. 2.

Since this alteration is editorial, it is minor in nature, and notice and public procedure hereon are unnecessary. Further, the alteration may be made effective in less than 30 days' notice.

In consideration of the foregoing, Federal Register Document 65-5743 is altered, effective immediately, as hereinafter set forth.

In Item No. 2 reference to "R-4401" is deleted and "R-4001" is substituted therefor.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on June 9, 1965.

DANIEL E. BARROW,  
Chief, Airspace Regulations  
and Procedures Division.

[F.R. Doc. 65-6224; Filed, June 15, 1965; 8:45 a.m.]

[Airspace Docket No. 65-WA-38]

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

##### Alteration of Federal Airway

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to redesignate a segment of VOR Federal airway No. 501 between St. Thomas, Pa., and Philipsburg, Pa.

On March 30, 1965, Airspace Docket No. 64-EA-45 was published in the FEDERAL REGISTER (30 F.R. 4121) revoking the segment of Victor 501 from St. Thomas, Pa., via Philipsburg, Pa.; Slate Run, Pa.; to Wellsville, N.Y., effective May 27, 1965.

Subsequent to the effective date of this amendment, the FAA has determined that there is a continuing requirement

for a VOR airway between St. Thomas and Philipsburg to serve scheduled air carrier aircraft operating daily between the Washington, D.C., and the Buffalo, N.Y., terminal areas. Therefore, action is taken herein to redesignate that segment of V-501 between St. Thomas and Philipsburg.

Since there is an immediate requirement to provide air traffic service for this airway segment, the Administrator finds that notice and public procedure is impracticable, and for this reason cause exists to make this Rule effective without regard to the 30 day statutory period preceding effectiveness.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective immediately, as hereinafter set forth.

In § 71.123 (29 F.R. 17509), V-501 is amended to read as follows:

V-501 From Martinsburg, W. Va., via St. Thomas, Pa.; to Philipsburg, Pa.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on June 10, 1965.

DANIEL E. BARROW,  
Chief, Airspace Regulations  
and Procedures Division.

[F.R. Doc. 65-6225; Filed, June 15, 1965; 8:45 a.m.]

[Airspace Docket No. 65-EA-48]

#### PART 73—SPECIAL USE AIRSPACE

##### Alteration of Restricted Area

The purpose of this amendment to Part 73 of the Federal Aviation Regulations is to alter the time of use of Restricted Area R-4002 at Bloodsworth Island, Md., from "continuous" to "from sunrise to 2400 hours, local time, daily, other times as specified in a NOTAM issued 48 hours in advance." The U.S. Navy has advised the Agency that it no longer requires R-4002 on a continuous basis, that a period of time from sunrise to 2400 hours, local time, daily, is sufficient to protect scheduled activities and that the use of NOTAMs, issued 48 hours in advance, is sufficient to satisfy the requirements for unscheduled special projects.

Since this amendment is less restrictive to the public and therefore minor in nature, notice and public procedure hereon are unnecessary and the amendment may be made effective in less than 30 days' notice.

In consideration of the foregoing, Part 73 of the Federal Aviation Regulations is amended, effective immediately, as hereinafter set forth.

In § 73.40 (29 F.R. 17749), R-4002 at Bloodsworth Island, Md., is amended by deleting "Time of designation. Continuous," and substituting therefor "Time of designation. From sunrise to 2400 hours, local time, daily, other times as specified in a NOTAM issued 48 hours in advance."

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on June 9, 1965.

CLIFFORD P. BURTON,  
Acting Director,  
Air Traffic Service.

[F.R. Doc. 65-6227; Filed, June 15, 1965; 8:45 a.m.]

[Airspace Docket No. 65-EA-47]

## PART 73—SPECIAL USE AIRSPACE

### Alteration of Restricted Area

The purpose of this amendment to Part 73 of the Federal Aviation Regulations is to alter Restricted Area R-6609 at Tangier Island, Va., by reducing the time of designation from "continuous" to "0800 to 2300 hours EST, other times as specified in a NOTAM issued 48 hours in advance."

The U.S. Navy has advised the Agency that continuous designation of R-6609 is unnecessary, that the period of time from 0800 to 2300 hours e.s.t. is sufficient to protect scheduled activities and that activation of the area by a NOTAM, issued 48 hours in advance, is sufficient to satisfy requirements for special projects.

Since this amendment is less restrictive upon the public and therefore minor in nature, notice and public procedure hereon are unnecessary and the amendment may be made effective in less than 30 days' notice.

In consideration of the foregoing, Part 73 of the Federal Aviation Regulations is amended, effective immediately, as hereinafter set forth.

In § 73.66 (29 F.R. 17769), R-6609 at Tangier Island, Va., is amended by deleting "Time of designation. Continuous." and substituting therefor "Time of designation. From 0800 to 2300 hours e.s.t., other times as specified in a NOTAM issued 48 hours in advance."

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on June 9, 1965.

CLIFFORD P. BURTON,  
Acting Director,  
Air Traffic Service.

[F.R. Doc. 65-6226; Filed, June 15, 1965; 8:45 a.m.]

[Airspace Docket No. 65-WA-5]

## PART 75—ESTABLISHMENT OF JET ROUTES

### Realignment and Revocation of Jet Routes

On February 25, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 2471) stating that the Federal Aviation Agency was considering an amendment to Part 75 of the Federal Aviation Regulations that would realign Jet Routes Nos. 18 and 24 from Phoenix, Ariz., to Las Vegas, N. Mex.

Interested persons were afforded an opportunity to participate in the proposed rule making through the submission

of comments. All comments received were favorable.

It was intended that the radials forming the realignment of this segment of J-18 and J-24 would intersect over the Albuquerque, N. Mex. VORTAC. Subsequent to the publication of the notice, a review was made of the proposed action which indicated that the Las Vegas radial in the description of the jet routes should be a 246° radial instead of the 247° radial. Accordingly, action is taken herein to effect the change in radials.

Jet Routes Nos. 18 and 24 are identical between Gila Bend, Ariz. and Kansas City, Mo. and retention of the two numbers for the common airway is considered unnecessary. Therefore, J-24 between Gila Bend and Kansas City is revoked herein.

Since the change of 1° in the description of the radials forming the amended portion of J-18 and J-24 is minor in nature, and since the revocation of J-24 between Gila Bend and Kansas City is essentially editorial, notice and public procedure thereon are unnecessary.

In consideration of the foregoing, Part 75 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., August 19, 1965, as hereinafter set forth.

In § 75.100 (29 F.R. 17776), the following amendments are made:

1. In the text of Jet Route No. 18 "Phoenix, Ariz.; Grants, N. Mex.;" is deleted and "Phoenix, Ariz.; St. Johns, Ariz.; INT of St. Johns 071° and Las Vegas, N. Mex., 246° radials;" is substituted therefor.

2. In the caption of Jet Route No. 24 "Gila Bend, Ariz." is deleted and "Kansas City, Mo.," is substituted therefor. In the text of Jet Route No. 24 all prior to "St. Louis, Mo.," is deleted and "From Kansas City, Mo., via" is substituted therefor.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on June 9, 1965.

DANIEL E. BARROW,  
Chief, Airspace Regulations  
and Procedures Division.

[F.R. Doc. 65-6228; Filed, June 15, 1965; 8:46 a.m.]

## Title 25—INDIANS

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

#### SUBCHAPTER F—ENROLLMENT

## PART 41—PREPARATION OF ROLLS OF INDIANS

On page 222 of the FEDERAL REGISTER of January 8, 1965, there was published a notice and text of the addition of enrollment regulations to Title 25, Code of Federal Regulations, as Part 41. The purpose of the regulations is to govern the compilation of rolls of Indian tribes by the Secretary of the Interior pursuant to statutory authority.

Interested persons were allowed 30 days after publication of the notice to submit written comments, suggestions, or objections with respect to the proposed regulations. As the result of comments

received within the 30-day period, which were carefully considered, the proposed regulations are hereby adopted with the following changes and are set forth below.

All of the changes were made for the purpose of clarification and conformity.

In addition to the rearrangement of the definitions in § 41.1 some changes have been made in the wording of the definitions.

The phrase "or his authorized representative" has been added to the definition of "Commissioner" now designated as § 41.1(c).

The definitions of "Superintendent" now § 41.1(e), "Descendants" now § 41.1(h), and "Sponsor" now § 41.1(i) have been rewritten in their entirety.

In the definition of "Basic Roll", § 41.1(j), the phrase "annuity or census roll or rolls" has been revised to read, "annuity, census or other roll."

A sentence has been added to § 41.2 to specify that the regulations are not to govern the compilation of tribal membership rolls where the responsibility for preparation and maintenance of such rolls rests with the tribes.

The title and text of § 41.3 have been revised to include reference to the deadline for filing applications for enrollment.

In § 41.4(a) the phrase "verbal request" has been replaced by "oral request" and the language of § 41.4(b)(1) and (c) has been included as a part of § 41.4(a). In § 41.4(b) subparagraph (2) has been renumbered as (1) and the phrase "of the parent through whom eligibility is claimed" has been added at the end of the sentence. Subparagraph (3) has been renumbered as (2). New language has been added as subparagraph (3) to provide for including a control number on each application form.

The word "adult" has been deleted from the first sentence of § 41.5. In the same sentence the phrase "Superintendent or other designated person" has been added between the words "Director" and "on". In the last sentence of § 41.5 following the phrase "may be filed by the" the phrase "parent, recognized guardian, next friend, next of kin, spouse, executor or administrator of estate, the Director, or other persons on or before the deadline specified in the act" has been deleted and the phrase "sponsor on or before the specified deadline" inserted in lieu thereof, since the definition of "Sponsor" has been revised to include persons in those categories.

Sec.	
41.1	Definitions.
41.2	Purpose.
41.3	Qualifications for enrollment and deadline for filing applications.
41.4	Application forms.
41.5	Filing of applications.
41.6	Burden of proof.
41.7	Review of applications by tribal authorities.
41.8	Action by the Director.
41.9	Appeals.
41.10	Decision of the Secretary on appeals.
41.11	Preparation of roll.
41.12	Certification and approval of roll.
41.13	Special instructions.

AUTHORITY: The provisions of this Part 41 issued under sections 463 and 465 Revised Statutes, 25 U.S.C. 2 and 9.

### § 41.1 Definitions.

(a) "Act" means any act of Congress authorizing and directing the Secretary to prepare a roll of a specific tribe or band of Indians.

(b) "Secretary" means the Secretary of the Interior or his authorized representative.

(c) "Commissioner" means the Commissioner of Indian Affairs or his authorized representative.

(d) "Director" means the Area Director or his authorized representative of the Bureau of Indian Affairs Office which has administrative jurisdiction over the local office responsible for administering the affairs of the tribe.

(e) "Superintendent" means the official or other designated representative of the Bureau of Indian Affairs in charge of the local office which has immediate administrative jurisdiction over the affairs of the tribe for which a roll is being prepared.

(f) "Staff Officer" means the Enrollment Officer or other person authorized to prepare the roll.

(g) "Tribal Committee" means the body of the tribe vested with authority to pass on enrollment matters.

(h) "Descendents" means those persons who are the issue of the ancestor through whom enrollment rights are claimed, namely, the children, grandchildren, etc. It does not include collateral relatives such as aunts, uncles, cousins, etc.

(i) "Sponsor" means a parent, recognized guardian, next friend, next of kin, spouse, executor or administrator of estate, the Director or other person who files an application for enrollment on behalf of another person.

(j) "Basic Roll" means the specific allotment, annuity, census or other roll designated in the act as the basis upon which a new roll is to be compiled.

### § 41.2 Purpose.

The regulations in this Part 41 are to govern the compilation of rolls of Indian tribes by the Secretary of the Interior pursuant to statutory authority. The regulations are not to apply in the compilation of tribal membership rolls where the responsibility for the preparation and maintenance of such rolls rests with the tribes.

### § 41.3 Qualifications for enrollment and the deadline for filing applications.

Qualifications which must be met to establish eligibility for enrollment and the deadline for filing enrollment applications will be included in this Part 41 by appropriate amendments to this section.

### § 41.4 Application forms.

(a) Application forms will be furnished by the Director, Superintendent or other designated persons upon written or oral request. Each person furnishing application forms shall keep a record of the names of the individuals to whom applications are given, as well as the control numbers of the forms and the date furnished. Instructions for completing and filing applications shall be furnished with each form. The form

shall indicate prominently the deadline for filing the application.

(b) Among other information, each application shall contain:

(1) Certification as to whether application is for a natural child or an adopted child of the parent through whom eligibility is claimed.

(2) If the application is filed by a sponsor, the name, address, and relationship of sponsor to the applicant.

(3) A control number for the purpose of keeping a record of applications furnished interested individuals.

### § 41.5 Filing of applications.

Any person who desires to be enrolled and believes he meets the requirements for enrollment specified in the regulations of this part must file or have filed in his behalf a completed application form with the Director, Superintendent, or other designated person on or before the deadline specified in § 41.3. Written application forms for minors, mentally incompetent persons or other persons in need of assistance, members of the Armed Services or other services of the United States Government and/or any members of their immediate families stationed in Alaska or Hawaii or elsewhere outside the Continental United States, or a person who died after the date of the act, may be filed by the sponsor on or before the specified deadline.

### § 41.6 Burden of proof.

The burden of proof rests upon the applicant to establish his eligibility for enrollment. Documentary evidence such as birth certificates, death certificates, baptismal records, copies of probate findings, or affidavits, may be used to support claim for enrollment. Records of the Bureau of Indian Affairs may be used to establish eligibility.

### § 41.7 Review of applications by tribal authorities.

Whenever practicable the Secretary shall consult with tribal authorities, who shall have 3 months from the deadline for filing applications to examine the applications for the purpose of recommending to the Director approval or rejection of the applications. A recommendation for the rejection of any application shall be supported by a memorandum setting forth the reasons for the adverse recommendation.

### § 41.8 Action by the Director.

(a) The Director shall consider each application and, when applicable, the tribal recommendation thereon. Upon determination as to the eligibility of an applicant, the Director shall notify the applicant or sponsor in writing of his decision. If such determination is favorable, the name of the applicant shall be placed on the roll. If the decision is adverse, the applicant or sponsor shall be notified of such decision by certified mail, to be received by addressee only, return receipt requested, together with a full explanation of the reasons therefor and of his right of appeal to the Secretary.

<sup>1</sup>Criminal penalties are provided by statute for knowingly filing false information in such statements. 18 U.S.C. 1001.

tary. (If correspondence is sent outside of the States of the United States, it may be necessary to use registered mail.) If an individual files applications on behalf of more than one person, one notice of eligibility or rejection may be addressed to the person who filed the applications. However, said notice must list the name of each person involved.

(b) To avoid hardship or gross injustice, the Director may waive technical deficiencies in applications or other submissions.

### § 41.9 Appeals.

Appeals from rejected applications must be in writing, and filed pursuant to Part 42 of this subchapter.

### § 41.10 Decision of the Secretary on appeals.

The decision of the Secretary on an appeal shall be final and conclusive, and written notice of the decision shall be given the applicant or sponsor. When so directed by the Secretary, the Commissioner shall cause to be entered on the roll the name of any person whose appeal has been sustained.

### § 41.11 Preparation of roll.

The staff officer shall prepare a minimum of five copies of the roll of those persons determined to be eligible for enrollment. The roll shall contain for each person a roll number, name, address, sex, date of birth, and, when required by law, degree of Indian blood, and, in the remarks column, when applicable, the basic roll number, date of the basic roll, name and relationship of ancestor on the basic roll through whom eligibility was established.

### § 41.12 Certification and approval of roll.

A certificate shall be attached to the roll by the staff officer certifying that to the best of his knowledge and belief the roll contains only the names of those persons who were determined to meet the requirements for enrollment. The Commissioner shall approve the roll.

### § 41.13 Special instructions.

To facilitate the work of the Director, the Commissioner may issue special instructions not inconsistent with the regulations in this Part 41.

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

JUNE 10, 1965.

[F.R. Doc. 65-6233; Filed, June 15, 1965;  
8:46 a.m.]

## PART 42—ENROLLMENT APPEALS

By notice of proposed rule making published on January 8, 1965 (30 F.R. 223), the public was notified that pursuant to authority vested in the Secretary of the Interior by sections 463 and 465 of the Revised Statutes, 25 U.S.C. 2 and 9, it is proposed to amend 25 CFR Part 42.

Interested persons were allowed 30 days in which to submit written comments, suggestions, or objections to the proposed amendment. As the result of

comments received within the 30-day period, which were carefully considered, the proposed amendment is hereby adopted with the following changes and is set forth below. All changes were made for the purpose of conformity and clarification.

In § 42.1 we have reversed the order of the definitions of "Field Office" and "Superintendent" and have added a new paragraph (h) defining the word "Sponsor."

A sentence has been added to § 42.2 to specify that the regulations are not to apply in those instances where procedures for filing appeals by applicants rejected for tribal membership are prescribed in tribal documents.

To more clearly identify those who may file appeals the first sentence in § 42.3 has been revised to read, "Any person who has been rejected for enrollment may file or have filed in his behalf an appeal from an adverse enrollment action."

Since eligibility has not been established, the word "eligible" appearing between "any" and "members" in the second sentence of § 42.3 has been deleted. At the end of the same sentence after the phrase "an appeal may be filed by" the words "either parent, recognized guardian, custodian, next of kin, next friend, spouse, Superintendent, or by any other person" have been deleted and "a sponsor" substituted therefor, since the definition of "Sponsor" includes persons in these categories.

Appeals considered under Part 42 will be from persons who it has been determined do not meet the criteria for enrollment regardless of whether such criteria has been established by an act of Congress, a tribal constitution, ordinance, resolution, or by tribal custom. Therefore, the last sentence in § 42.6 has been deleted.

#### Sec.

42.1 Definitions.

42.2 Purpose.

42.3 Who may appeal.

42.4 Filing of an appeal.

42.5 Supporting evidence.

42.6 Advising tribe.

42.7 Action by the Director.

42.8 The decision of the Secretary on appeals.

42.9 Special instructions.

**Authority:** The provisions of this Part 42 issued under secs. 463 and 465 Revised Statutes, 25 U.S.C. 2 and 9.

#### § 42.1 Definitions.

As used in this Part 42:

(a) "Secretary" means the Secretary of the Interior, or his authorized representative.

(b) "Commissioner" means the Commissioner of Indian Affairs, or his authorized representative.

(c) "Director" means the Area Director, or his authorized representative, of the Bureau of Indian Affairs office which has administrative jurisdiction over the local office responsible for administering the affairs of the tribe.

(d) "Superintendent" means the official or other authorized representative in charge of the local Bureau of Indian Affairs Office having immediate administrative jurisdiction over the affairs of the Indian tribe for which a roll is being prepared.

(e) "Field Office" means the local office of the Bureau of Indian Affairs which has responsibility for administering the affairs of the tribe.

(f) "Tribal Committee" means the body of the tribe vested with authority to pass on enrollment matters.

(g) "Constitution" means the written organizational framework for the governing of the tribe and/or any valid enrollment ordinance or resolution a tribe may adopt.

(h) "Sponsor" means a parent, recognized guardian, next friend, next of kin, spouse, executor or administrator of estate, the Director or other person who files an application for enrollment on behalf of another person.

#### § 42.2 Purpose.

The regulations in this Part 42 are for the purpose of establishing the procedure for filing appeals in conjunction with the rejection of any name from a roll of an Indian tribe when final approval thereof rests within the purview of the Secretary either because of provisions in tribal constitutions or specific acts of Congress. The regulations are not to apply in those instances where the procedures for filing appeals by applicants rejected for tribal membership are prescribed in tribal documents.

#### § 42.3 Who may appeal.

Any person who has been rejected for enrollment may file or have filed in his behalf an appeal from an adverse enrollment action. In the case of minors, mentally incompetent persons or other persons in need of assistance, members of the Armed Services or other services of the United States Government and/or any members of their immediate families stationed in Alaska or Hawaii or elsewhere outside the Continental United States, or a person who died after the date of any relevant act, an appeal may be filed by a sponsor. The burden of proof of establishing eligibility is on the appellant.

#### § 42.4 Filing of an appeal.

The appeal shall be in writing addressed to the Secretary and must be received by the official designated in the letter of rejection before the close of business on the 30th day after receipt of the rejection notice, except in those cases where the letter of rejection is delivered to an address in Alaska or Hawaii or elsewhere outside the Continental United States the addressee will have 60 instead of 30 days to file an appeal with the official designated in the letter of rejection. In computing the 30- or 60-day period, the count begins with the day following receipt of the rejection notice and continues for 30 or 60 consecutive days. If, however, the 30th or

60th day falls on a Saturday, Sunday, or legal holiday the period would end on the first working day thereafter.

#### § 42.5 Supporting evidence.

The appeal should include any supporting evidence not previously furnished and may include a copy of or reference to any Bureau or tribal records having a direct bearing on the appellant's eligibility. The appellant may furnish affidavits from persons having personal knowledge of the facts at issue. An appeal may request additional time to submit supporting evidence. A period considered reasonable for such submissions may be granted by the official receiving the appeal.

#### § 42.6 Advising tribe.

Whenever applicable, the Superintendent or the Director shall notify the tribal committee of the receipt of the appeal and shall give the tribal committee the opportunity to examine the appeal and to present such evidence as it may consider pertinent to the action being appealed. The tribal committee shall have not to exceed 30 days from receipt of notification of the appeal in which to present in writing such statements as it may deem pertinent, supported by any tribal records which have a bearing on the case.

#### § 42.7 Action by the Director.

If after review of the evidence or appeal, the Director is satisfied that the right to enrollment has been established, the appellant shall be so notified in writing and his name entered on the roll. If the Director again determines the appellant is ineligible, he shall so notify the appellant and shall forward the appeal, together with the complete record and his recommendations thereon to the Commissioner for transmittal to the Secretary.

#### § 42.8 The decision of the Secretary on appeals.

The Secretary will consider the record as presented, together with such additional information he may consider pertinent. Any such additional information shall be specifically identified in his decision. The decision of the Secretary on an appeal shall be final and conclusive and written notice of the decision shall be given to the appellant.

#### § 42.9 Special instructions.

To facilitate the work of the Director, the Commissioner may issue special instructions not inconsistent with the regulations in this Part 42.

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

JUNE 10, 1965.

[P.R. Doc. 65-6234; Filed, June 15, 1965; 8:47 a.m.]

<sup>1</sup> Criminal penalties are provided by statute for knowingly filing false information in such statements. 18 U.S.C. 1001.

## Title 29—LABOR

### Chapter XIII—Bureau of Labor Standards, Department of Labor

#### PART 1501—SAFETY AND HEALTH REGULATIONS FOR SHIP REPAIRING

#### PART 1502—SAFETY AND HEALTH REGULATIONS FOR SHIPBUILDING

#### PART 1503—SAFETY AND HEALTH REGULATIONS FOR SHIPBREAKING

##### Threshold Limit Values

On May 7, 1965, notice of proposed amendments to the safety and health regulations established under section 41 of the Longshoremen's and Harbor Workers' Compensation Act (33 U.S.C. 941) were published in the *FEDERAL REGISTER* (30 F.R. 6397). After consideration of all such relevant matter as was presented by interested persons regarding the proposals, I have decided to and do hereby adopt them, effective July 16, 1965, without change.

Signed at Washington, D.C., this 8th day of June 1965.

W. WILLARD WIRTZ,  
Secretary of Labor.

1. The following addition to the list in 20 CFR 1501.5 is made:

§ 1501.5 Reference specifications, standards, and codes.

(a) \* \* \*

Threshold Limit Values for 1964, American Conference of Governmental Industrial Hygienists, 1014 Broadway, Cincinnati 2, Ohio, Subpart B, § 1501.11(a)(4); Subpart C, § 1501.21(b).

2. Paragraph (b) of 29 CFR 1501.21 is revised to read as follows:

§ 1501.21 Toxic cleaning solvents.

(b) The principles in the threshold limit values to which attention is directed in § 1501.5 will be used by the Department of Labor in enforcement proceedings in defining a safe concentration of vapors.

3. The appendixes contained in 29 CFR Part 1501 are deleted.

4. The following addition to the list in 29 CFR 1502.5 is made:

§ 1502.5 Reference specifications, standards, and codes.

(a) \* \* \*

Threshold Limit Values for 1964, American Conference of Governmental Industrial Hygienists, 1014 Broadway, Cincinnati 2, Ohio, Subpart C, § 1502.21(b).

5. Paragraph (b) of 29 CFR 1502.21 is revised to read as follows:

§ 1502.21 Toxic cleaning solvents.

(b) The principles in the threshold limit values to which attention is directed in § 1502.5 will be used by the Department of Labor in enforcement pro-

ceedings in defining a safe concentration of vapors.

6. The appendixes contained in 29 CFR Part 1502 are deleted.

7. The following addition to the list in 29 CFR 1503.5 is made:

§ 1503.5 Reference specifications, standards, and codes.

(a) \* \* \*

Threshold Limit Values for 1964, American Conference of Governmental Industrial Hygienists, 1014 Broadway, Cincinnati 2, Ohio, Subpart B, § 1503.11(a)(4).

8. The appendixes contained in 29 CFR Part 1503 are deleted.

(33 U.S.C. 941)

[F.R. Doc. 65-6275; Filed, June 15, 1965; 8:48 a.m.]

## Title 32—NATIONAL DEFENSE

### Chapter VI—Department of the Navy

#### SUBCHAPTER E—CLAIMS

#### PART 750—NAVY GENERAL CLAIMS

#### PART 753—NAVY FOREIGN CLAIMS

##### Miscellaneous Amendments

*Scope and purpose.* Sections 750.48 and 753.29 deal with certain types of claims for or against the United States which are to be processed by one of the military departments in accordance with assignments of responsibility by the Deputy Secretary of Defense. The assignments distinguish between the countries where a claim may arise. The lists of assigned country responsibilities are updated below to conform to recent changes in the controlling Department of Defense directive. Corresponding changes to the Manual of the Judge Advocate General will be distributed to Navy and Marine Corps commands in due course.

1. Section 750.48 is amended by revising paragraph (b) (1), (2), and (3) to read as follows:

§ 750.48 Single service assignment of responsibility for processing of claims.

(b) List of countries. \* \* \*

(1) Department of the Army: Belgium, the Democratic Republic of the Congo, the Dominican Republic, Ethiopia, France, the Federal Republic of Germany, Iran, Korea, Liberia, Mali, Senegal, Republic of Vietnam, and as the Receiving State Office in the United States under paragraph (a) (3) and (4) of this section.

(2) Department of the Navy: Australia, Iceland, Italy, and Portugal.

(3) Department of the Air Force: Canada, Denmark, Greece, India, Japan, Libya, Luxembourg, Nepal, Netherlands, Norway, Pakistan, Saudi Arabia, Spain, Turkey, and the United Kingdom.

2. Section 753.29 is amended by revising paragraph (b) (1), (ii), (iii) to read as follows:

§ 753.29 Claims arising in specified foreign countries.

(b) Single service assignment of responsibility for processing of claims \* \* \*  
(2) List of countries. \* \* \*

(i) Department of the Army: Belgium, the Democratic Republic of the Congo, the Dominican Republic, Ethiopia, France, the Federal Republic of Germany, Iran, Korea, Liberia, Mali, Senegal, Republic of Vietnam, and as the Receiving State Office in the United States under subdivisions (1) (iii) and (iv) of this paragraph.

(ii) Department of the Navy: Australia, Iceland, Italy, and Portugal.

(iii) Department of the Air Force: Canada, Denmark, Greece, India, Japan, Libya, Luxembourg, Nepal, Netherlands, Norway, Pakistan, Saudi Arabia, Spain, Turkey, and the United Kingdom.

(R.S. 161, 42 Stat. 24, secs. 2733, 2734, 5051, 70A Stat. 153, 154, 278, as amended, 76 Stat. 512, 593-594, 767; 5 U.S.C. 22, 10 U.S.C. 2733, 2734, 2734a, 2734b, 2736, 31 U.S.C. 71, 42 U.S.C. 2651-2653)

By direction of the Secretary of the Navy.

[SEAL]

WILFRED HEARN,

Rear Admiral, U.S. Navy,

Judge Advocate General of the Navy.

JUNE 10, 1965.

[F.R. Doc. 65-6291; Filed, June 15, 1965; 8:49 a.m.]

## Title 39—POSTAL SERVICE

### Chapter I—Post Office Department

#### PART 16—SECOND-CLASS BULK MAILINGS

##### Statement and Copy Filed With Mailings; Correction

In F.R. Document 65-5829, appearing at page 7391, in the *FEDERAL REGISTER* of June 4, 1965, the amendment numbered "9" to § 16.5 *Statement and copy filed with mailings* is corrected by changing the reference to paragraph "(b)" to read paragraph "(f)".

LOUIS J. DOYLE,  
General Counsel.

[F.R. Doc. 65-6260; Filed, June 15, 1965; 8:47 a.m.]

#### PART 114—TREATMENT OF INCOMING POSTAL UNION MAIL

#### PART 122—INCOMING PARCELS

##### International Mail Packages; Storage Charges

A notice of proposed revisions in § 114.1(d) and § 122.1(c) was published in the *FEDERAL REGISTER* of March 16, 1965 (30 F.R. 3444). Interested persons were given 30 days in which to submit written comments with respect to the proposal.

The amendments to § 114.1(d) and § 122.1(c) increase the storage charge and shorten the free-storage period

prescribed for incoming postal union mail packages and foreign parcel post. Storage charges are extended to apply also to dutiable foreign letter packages. Provision is also made for endorsing held foreign packages to show the date on which storage charges begin to accrue.

After consideration of all comments received, the Department has reached the conclusion to adopt the proposal as published subject to minor changes in the codifying language and numbering. The amendments to be effective upon publication are as follows:

I. In § 114.1 amend paragraph (d) to read as follows:

#### § 114.1 Charges.

(d) *Storage.* The post office will collect 15 cents for each day until delivery is made, beginning on the sixth working day after first delivery attempt has been made or first notice of available delivery has been issued to the addressee, of (1) any package exceeding one pound in weight classed as printed matter, commercial papers or small packet, and (2) any dutiable letter package regardless of weight. The conditions prescribed in § 122.1(c) of this chapter for incoming parcel post packages also apply to the foregoing.

NOTE: The corresponding Postal Manual section is 224.14.

II. In § 122.1 amend paragraph (c) to read as follows:

#### § 122.1 Charges.

(c) *Storage.* (1) The post office will collect 15 cents for each day until delivery is made, beginning on the sixth working day after first delivery attempt has been made or first notice of available delivery has been issued to the addressee. The days on which the office is closed for business will not be counted in determining the 5-day free storage period. However, after expiration of the free storage period, the 15-cent storage charge will be collected for each day thereafter that a package is on hand. This includes Saturdays, Sundays, national holidays, and the day on which delivery is effected. When a parcel is returned to the post office after the first delivery attempt, or when a notice that the package is available for delivery is sent to the addressee, mark on the wrapper "Storage charges begin \_\_\_\_\_" and insert the date when the charges will begin to accrue. Rubber stamp item R-1300-296 is available for this purpose to post offices of the first and second classes. Requisition stamp from supply centers on Form 1580 during prescribed requisitioning periods.

(2) The same charge is applied on packages requiring formal customs entry that are held in post office custody or on post office premises awaiting customs clearance. For formal entry parcels, the charge will begin on the sixth working day after the date on which notice on Customs Form 3509 is mailed to the consignee (addressee), or on the sixth working day after receipt of the parcel

at the office where it is to receive formal customs treatment if the customs notice has been issued at another customs port. If a parcel receives formal customs clearance at a customs port which is not located at the post office of address, any storage charges that have been accumulated at the customs port will be shown on the parcel so that they can be collected from the addressee when the parcel is delivered. Additional storage charges are charged at the post office of address if delivery is not effected by the next work day following that on which the addressee is informed that the parcel is on hand for delivery. Cooperation of customs officers should be solicited to enable post offices to collect any storage charges which may accrue on formal entry parcels.

(3) The charges are accounted for by affixing postage-due stamps to the parcel or to a postage-due bill and canceling. If there are several parcels for one addressee the charges are applied separately on each parcel.

(4) When an addressee protests the rate or amount of duty assessed (see § 151.5(d)(5) of this chapter), the time required for the addressee to submit his written objection is counted, but the time required for the Customs Service to come to a decision in the matter is not counted.

(5) See § 122.5(b)(1)(v) concerning collection of storage charges on parcels held beyond the usual retention period, and § 122.5(b)(4) regarding the marking of undeliverable parcels on which storage charges are due.

NOTE: The corresponding Postal Manual section is 232.13.

(R.S. 161, as amended; 5 U.S.C. 22, 39 U.S.C. 501, 505)

LOUIS J. DOYLE,  
General Counsel.

[P.R. Doc. 65-6261; Filed, June 15, 1965; 8:47 a.m.]

## Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

### Chapter 9—Atomic Energy Commission

#### PART 9-51—REVIEW AND APPROVAL OF CONTRACT ACTIONS

##### Miscellaneous Amendments

In § 9-51.000 *Scope of part*, the reference in the last line is changed from "AECM 9131" to "AECPR 9-56".

The following section is added:

#### § 9-51.000-50 Policy, cost-type contractor procurement.

The following portions of this part constitute specific provisions which the contracting officer shall bring to the attention of Class A and Class B cost-type contractors as constituting areas which require appropriate treatment in the development of statements of contractor procurement practices in order to carry out the basic AEC procurement policy set forth in AECPR 9-1.5203:

Sections or subparts	Subject
AECPR:	
9-51.001-----	Definition.
9-51.2-----	Subcontracts requiring prior authorization by AEC.
9-51.401-----	Applicability.
9-51.403-1(c)---	Method and extent of review.
9-51.5-----	Contracts or subcontracts requiring advance notice.

(Sec. 161, Atomic Energy Act of 1954, as amended, 68 Stat. 948, 42 U.S.C. 2201; Sec. 205, Federal Property and Administrative Services Act of 1949, as amended, 63 Stat. 390, 40 U.S.C. 486)

*Effective date.* These amendments are effective upon publication in the FEDERAL REGISTER.

Dated at Germantown, Md., this 8th day of June 1965.

For the U.S. Atomic Energy Commission.

JOSEPH L. SMITH,  
Director, Division of Contracts.

[P.R. Doc. 65-6236; Filed, June 15, 1965; 8:47 a.m.]

#### PART 9-56—SELECTION OF CONTRACTORS BY BOARD PROCESS

##### Miscellaneous Amendments

In § 9-56.001 *Applicability*, paragraph (e) is deleted and reserved. The following section is added:

#### § 9-56.002 Policy, cost-type contractor procurement.

The following portions of this part constitute specific provisions which the contracting officer shall bring to the attention of Class A and Class B cost-type contractors as constituting areas which require appropriate treatment in the development of statements of contractor procurement practices in order to carry out the basic AEC procurement policy set forth in AECPR 9-1.5203.

AECPR:	Subject
9-56.000---	Scope of part.
9-56.001---	Applicability.
9-56.1-----	Contractor selection boards.
9-56.2-----	Contractor selection.
9-56.3-----	Review and approval of selection actions.
9-56.404---	Selection of research and development contracts for work in commercial facilities.
9-56.405---	Selection of contractors for engineering and construction work.

(Sec. 161, Atomic Energy Act of 1954, as amended, 68 Stat. 948, 42 U.S.C. 2201; sec. 205, Federal Property and Administrative Services Act of 1949, as amended, 63 Stat. 390, 40 U.S.C. 486)

*Effective date.* These amendments are effective upon publication in the FEDERAL REGISTER.

Dated at Germantown, Md., this 8th day of June 1965.

For the U.S. Atomic Energy Commission.

JOSEPH L. SMITH,  
Director, Division of Contracts.

[P.R. Doc. 65-6237; Filed, June 15, 1965; 8:47 a.m.]

# PART 9-58-RENTAL OF CONSTRUCTION EQUIPMENT

## Miscellaneous Amendments

The following section is added:

### § 9-58.000-50 Policy, cost-type contractor procurement.

This part constitutes a specific provision which the contracting officer shall bring to the attention of Class A and Class B cost-type contractors as constituting an area which requires appropriate treatment in the development of statements of contractor procurement practices in order to carry out the basic AEC procurement policy set forth in AECPR 9-1.5203.

### § 9-58.001 [Deleted]

Section 9-58.001 *Applicability*, is deleted and reserved.

The following heading is inserted preceding § 9-58.101 *Rental agreement*:

### Subpart 9-58.1-Rental of Contractor-Owned Equipment

In § 9-58.101 *Rental agreement*, in the last line, the word "and" is changed to "through".

Section 9-58.201, *Rental agreement*, is revised to read as follows:

### § 9-58.201 Rental agreement.

The terms and conditions governing rental of construction equipment without operators from a third party are in accordance with §§ 9-58.102, 9-58.104, 9-58.108 and 9-58.109, and they are set forth in AECPR 9-16.5002-13—Outline of agreement for rental of third party-owned construction equipment. Managers of Field Offices shall assure that these terms and conditions are used by AEC cost-type construction contractors and that similar terms and conditions are used by other AEC cost-type contractors or subcontractors in renting construction equipment from a third party. These terms and conditions may be suitably modified to provide for rental of equipment with operators. Some of the aspects of this agreement to which particular attention should be given are set forth below in this section.

(Sec. 161, Atomic Energy Act of 1954, as amended, 68 Stat. 948, 42 U.S.C. 2201; sec. 205, Federal Property and Administrative Services Act of 1949, as amended, 63 Stat. 390, 40 U.S.C. 486)

*Effective date.* These amendments are effective upon publication in the FEDERAL REGISTER.

Dated at Germantown, Md. this 8th day of June 1965.

For the U.S. Atomic Energy Commission.

JOSEPH L. SMITH,  
Director, Division of Contracts.

[F.R. Doc. 65-6238; Filed, June 15, 1965; 8:47 a.m.]

# Title 43—PUBLIC LANDS: INTERIOR

## Chapter II—Bureau of Land Management, Department of the Interior

### APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 3663]

[Sacramento 079483]

### CALIFORNIA

#### Revocation of Stock Driveway Withdrawal

By virtue of the authority vested in the Secretary of the Interior by section 10 of the Act of December 29, 1916 (39 Stat. 865; 43 U.S.C. 300), as amended, it is ordered as follows:

1. The Departmental order of June 4, 1937, which withdrew the following-described lands for stock driveway purposes, is hereby revoked:

#### MOUNT DIABLO MERIDIAN

T. 47 N., R. 3 E.,

Sec. 19, lots 1 to 5 inclusive, and SE $\frac{1}{4}$  SE $\frac{1}{4}$ ;

Sec. 20, lots 1 and 2, E $\frac{1}{2}$  NE $\frac{1}{4}$ , fractional SW $\frac{1}{4}$  NE $\frac{1}{4}$ , NW $\frac{1}{4}$  SW $\frac{1}{4}$ ;

Sec. 30, lot 1, and NE $\frac{1}{4}$  NW $\frac{1}{4}$ .

The areas described aggregate 428.18 acres, in Siskiyou County.

2. The lands are withdrawn for recreation purposes.

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

JUNE 10, 1965.

[F.R. Doc. 65-6239; Filed, June 15, 1965; 8:45 a.m.]

[Public Land Order 3664]

[Arizona 033475]

### ARIZONA

#### Partial Revocation of Water Power Withdrawals; Powersite Restoration No. 630, Powersite Cancellation No. 222

By virtue of the authority vested in the President by section 1 of the Act of June 25, 1910 (36 Stat. 847; 43 U.S.C. 141), and in the Secretary of the Interior by the Act of June 20, 1910 (36 Stat. 557), and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), it is ordered as follows:

1. The Executive Order of October 30, 1916, creating Powersite Reserve No. 558, and the Departmental Order of February 7, 1917, establishing Water Power Designation No. 9, are hereby revoked so far as they affect the following described lands:

#### GILA AND SALT RIVER MERIDIAN

T. 14 N., R. 2 E.,

Sec. 6, lot 3 and E $\frac{1}{2}$  SW $\frac{1}{4}$ ;

Sec. 7, E $\frac{1}{2}$  W $\frac{1}{2}$ ;

Sec. 18, E $\frac{1}{2}$  W $\frac{1}{2}$ ;

Sec. 19, lots 3 and 6, and E $\frac{1}{2}$  NW $\frac{1}{4}$ ;  
Sec. 30, lots 1 to 5, incl., SE $\frac{1}{4}$  NW $\frac{1}{4}$  and NE $\frac{1}{4}$  SW $\frac{1}{4}$ ;  
Sec. 31, lot 1.

The tract withdrawn in the areas described contains 56 acres, those in sections 6, 7, 18, and 19 being in the Prescott National Forest.

2. The withdrawal was for transmission line purposes, and the lands have been open, subject to the general determination of the Federal Power Commission of April 17, 1922.

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

JUNE 10, 1965.

[F.R. Doc. 65-6240; Filed, June 15, 1965; 8:45 a.m.]

[Public Land Order 3665]

[Anchorage 061270]

### ALASKA

#### Powersite Classification No. 456 (Nellie Juan Lake and River)

By virtue of the authority contained in the Act of March 3, 1879 (20 Stat. 394; 43 U.S.C. 31), as amended, and Reorganization Plan No. 3 (64 Stat. 1262; 5 U.S.C. 1332-15, note), subject to valid existing rights, the following described lands under the jurisdiction of the Department of the Interior are hereby classified as powersites, so far as title to such lands and interests therein remain in the United States:

#### POWERSITE CLASSIFICATION No. 456

NELLIE JUAN RIVER AND LAKE  
SEWARD MERIDIAN (PROTRACTED)

T. 1 N., R. 2 E.,

Sec. 2, W $\frac{1}{2}$  E $\frac{1}{2}$  and W $\frac{1}{2}$ ;

Sec. 3, NE $\frac{1}{4}$  NE $\frac{1}{4}$ , S $\frac{1}{2}$  NE $\frac{1}{4}$ , SE $\frac{1}{4}$  SW $\frac{1}{4}$ , and SE $\frac{1}{4}$ ;

Sec. 10, NE $\frac{1}{4}$ , E $\frac{1}{2}$  NW $\frac{1}{4}$ , and SE $\frac{1}{4}$ ;

Sec. 11, W $\frac{1}{2}$ ;

Sec. 14, NW $\frac{1}{4}$ , and N $\frac{1}{2}$  SW $\frac{1}{4}$ ;

Sec. 15, NE $\frac{1}{4}$ ;

T. 2 N., R. 2 E.,

Sec. 13, NE $\frac{1}{4}$  SW $\frac{1}{4}$ , S $\frac{1}{2}$  SW $\frac{1}{4}$ , SW $\frac{1}{4}$  SE $\frac{1}{4}$ , and SE $\frac{1}{4}$  SE $\frac{1}{4}$ ;

Sec. 23, E $\frac{1}{2}$ , NE $\frac{1}{4}$  SW $\frac{1}{4}$ , and S $\frac{1}{2}$  SW $\frac{1}{4}$ ;

Sec. 24, N $\frac{1}{2}$  and SW $\frac{1}{4}$ ;

Sec. 25, N $\frac{1}{2}$  NW $\frac{1}{4}$ , and SW $\frac{1}{4}$  NW $\frac{1}{4}$ ;

Sec. 26;

Sec. 27, SE $\frac{1}{4}$  NE $\frac{1}{4}$  and E $\frac{1}{2}$  SE $\frac{1}{4}$ ;

Sec. 34, NE $\frac{1}{4}$  NE $\frac{1}{4}$ , S $\frac{1}{2}$  NE $\frac{1}{4}$ , and SE $\frac{1}{4}$ ;

Sec. 35, W $\frac{1}{2}$  NE $\frac{1}{4}$ , NW $\frac{1}{4}$ , and S $\frac{1}{2}$ ;

T. 2 N., R. 3 E.,

Sec. 4, NW $\frac{1}{4}$ , N $\frac{1}{2}$  SW $\frac{1}{4}$ , and SW $\frac{1}{4}$  SW $\frac{1}{4}$ ;

Sec. 5, E $\frac{1}{2}$  NE $\frac{1}{4}$ , and SE $\frac{1}{4}$ ;

Sec. 8, NE $\frac{1}{4}$ , SE $\frac{1}{4}$  NW $\frac{1}{4}$ , NE $\frac{1}{4}$  SW $\frac{1}{4}$ , S $\frac{1}{2}$  SW $\frac{1}{4}$ , N $\frac{1}{2}$  SE $\frac{1}{4}$ , and SW $\frac{1}{4}$  SE $\frac{1}{4}$ ;

Sec. 9, NW $\frac{1}{4}$  NW $\frac{1}{4}$ ;

Sec. 17, W $\frac{1}{2}$  NE $\frac{1}{4}$ , NW $\frac{1}{4}$ , and N $\frac{1}{2}$  SW $\frac{1}{4}$ ;

Sec. 18, E $\frac{1}{2}$  NE $\frac{1}{4}$ , SW $\frac{1}{4}$  NE $\frac{1}{4}$ , and S $\frac{1}{2}$ ;

Sec. 19, N $\frac{1}{2}$  NW $\frac{1}{4}$ ;

T. 3 N., R. 3 E.,

Sec. 1, S $\frac{1}{2}$  NE $\frac{1}{4}$ , NE $\frac{1}{4}$  SW $\frac{1}{4}$ , S $\frac{1}{2}$  SW $\frac{1}{4}$ , and SE $\frac{1}{4}$ ;

Sec. 11, SE $\frac{1}{4}$  NE $\frac{1}{4}$ , SE $\frac{1}{4}$  SW $\frac{1}{4}$ , and SE $\frac{1}{4}$ ;

Sec. 12, N $\frac{1}{2}$ , N $\frac{1}{2}$  SW $\frac{1}{4}$ , and NW $\frac{1}{4}$  SE $\frac{1}{4}$ ;

Sec. 14, W $\frac{1}{2}$  NE $\frac{1}{4}$ , E $\frac{1}{2}$  NW $\frac{1}{4}$ , SW $\frac{1}{4}$  NW $\frac{1}{4}$ , SW $\frac{1}{4}$ , and NW $\frac{1}{4}$  SE $\frac{1}{4}$ ;

Sec. 15, SE $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
 Sec. 23, NE $\frac{1}{4}$ , NE $\frac{1}{4}$ SW $\frac{1}{4}$ , S $\frac{1}{2}$ SW $\frac{1}{4}$ , N $\frac{1}{2}$   
 SE $\frac{1}{4}$ , and SW $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
 Sec. 23, NW $\frac{1}{4}$ NW $\frac{1}{4}$ ;  
 Sec. 27, NW $\frac{1}{4}$ NE $\frac{1}{4}$ , NW $\frac{1}{4}$ , and NW $\frac{1}{4}$ SW $\frac{1}{4}$ ;  
 Sec. 28, SE $\frac{1}{4}$ NE $\frac{1}{4}$ , SE $\frac{1}{4}$ SW $\frac{1}{4}$ , and SE $\frac{1}{4}$ ;  
 Sec. 33, NE $\frac{1}{4}$ , NE $\frac{1}{4}$ NW $\frac{1}{4}$ , S $\frac{1}{2}$ NW $\frac{1}{4}$ , SW $\frac{1}{4}$ ,  
 and W $\frac{1}{2}$ SE $\frac{1}{4}$ .  
 T. 3 N., R. 4 E.  
 Sec. 4, NW $\frac{1}{4}$ NW $\frac{1}{4}$ ;  
 Sec. 5, N $\frac{1}{2}$ N $\frac{1}{2}$ , and SW $\frac{1}{4}$ NW $\frac{1}{4}$ ;  
 Sec. 6, N $\frac{1}{2}$ , SW $\frac{1}{4}$ , and NW $\frac{1}{4}$ SE $\frac{1}{4}$ .  
 T. 4 N., R. 4 E.  
 Sec. 26, NW $\frac{1}{4}$ NW $\frac{1}{4}$ ;  
 Sec. 27, N $\frac{1}{2}$ , SW $\frac{1}{4}$ , and N $\frac{1}{2}$ SE $\frac{1}{4}$ ;  
 Sec. 28, SE $\frac{1}{4}$ NE $\frac{1}{4}$ , NE $\frac{1}{4}$ SW $\frac{1}{4}$ , S $\frac{1}{2}$ SW $\frac{1}{4}$ ,  
 and SE $\frac{1}{4}$ ;  
 Sec. 31, SE $\frac{1}{4}$ SW $\frac{1}{4}$ , and SE $\frac{1}{4}$ ;  
 Sec. 32, SE $\frac{1}{4}$ NE $\frac{1}{4}$ , and S $\frac{1}{2}$ ;  
 Sec. 33, N $\frac{1}{2}$ , SW $\frac{1}{4}$ , and NW $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
 Sec. 34, W $\frac{1}{2}$ NW $\frac{1}{4}$ .

The areas described aggregate approximately 12,320 acres, of which about 2,000 acres are water areas.

This classification shall be subject to the provisions of section 24 of the Act of June 10, 1920 (41 Stat. 1075; 16 U.S.C. 818), as amended.

JOHN A. CARVER, Jr.,  
*Under Secretary  
 of the Interior.*

JUNE 10, 1965.

[F.R. Doc. 65-6241; Filed, June 15, 1965;  
 8:45 a.m.]

[Public Land Order 3666]

[Idaho 015692]

# IDAHO

## Withdrawal of National Forest Townsite Lands

By virtue of the authority vested in the President and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), it is ordered as follows:

Subject to valid existing rights, the following described Coeur d'Alene National Forest lands are hereby withdrawn from appropriation under the United States mining laws (Ch. 2, Title 30, U.S.C.) in aid of programs of the Department of Agriculture:

MONTGOMERY CREEK TOWNSITE  
 BOISE MERIDIAN

T. 49 N., R. 3 E.  
 Sec. 33, SE $\frac{1}{4}$ NE $\frac{1}{4}$ , N $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ , SW $\frac{1}{4}$   
 NE $\frac{1}{4}$ SE $\frac{1}{4}$ , and SE $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
 Sec. 34, NW $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ .

The areas described aggregate approximately 90 acres, in Shoshone County.

The withdrawal made by this order does not alter the applicability of those public land laws governing the use of the national forest lands under lease, license, or permit, or governing the disposal of their mineral and vegetative resources other than under the mining laws.

JOHN A. CARVER, Jr.,  
*Under Secretary  
 of the Interior.*

JUNE 10, 1965.

[F.R. Doc. 65-6242; Filed, June 15, 1965;  
 8:45 a.m.]

No. 115—3

[Public Land Order 3667]

[New Mexico 0225991]

# NEW MEXICO

## Withdrawal for National Forest Recreation Areas

By virtue of the authority vested in the President and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), it is ordered as follows:

1. Subject to valid existing rights, the following described national forest lands are hereby withdrawn from appropriation under the United States mining laws (Ch. 2, Title 30, U.S.C.), in aid of programs of the Department of Agriculture:

NEW MEXICO PRINCIPAL MERIDIAN

CARSON NATIONAL FOREST

Columbine Forest Camp

T. 28 N., R. 13 E. (unsurveyed).

That portion of the following subdivisions lying south of New Mexico State Highway No. 38:

Sec. 11, E $\frac{1}{2}$ E $\frac{1}{2}$ E $\frac{1}{2}$ NE $\frac{1}{4}$ , excluding HES 101;  
 Sec. 12, W $\frac{1}{2}$ W $\frac{1}{2}$ NW $\frac{1}{4}$ , E $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ , NE $\frac{1}{4}$   
 SW $\frac{1}{4}$ NW $\frac{1}{4}$ , and W $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ .

Fawn Lake Forest Camp (Formerly Junebug Forest Camp)

T. 29 N., R. 14 E. (partially unsurveyed).

Sec. 32, E $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ , E $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$   
 SE $\frac{1}{4}$ , NE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
 Sec. 33, S $\frac{1}{2}$ S $\frac{1}{2}$ NW $\frac{1}{4}$ , N $\frac{1}{2}$ N $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ ,  
 SW $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ , S $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$   
 SW $\frac{1}{4}$ , NW $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ .

The areas described aggregate 160.5 acres in Taos County.

2. The withdrawal made by this order does not alter the applicability of those public land laws governing the use of the national forest lands under lease, license, or permit, or governing the disposal of their mineral and vegetative resources other than under the mining laws.

JOHN A. CARVER, Jr.,  
*Under Secretary  
 of the Interior.*

JUNE 10, 1965.

[F.R. Doc. 65-6243; Filed, June 15, 1965;  
 8:45 a.m.]

[Public Land Order 3668]

[Wyoming 0311781]

# WYOMING

## Withdrawal for Protection of Recreation and Scientific Values

By virtue of the authority vested in the President and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), it is ordered as follows:

1. Subject to valid existing rights, the following-described lands, which are under the jurisdiction of the Secretary of Agriculture, are hereby withdrawn from appropriation under the mining laws (Ch. 2, Title 30 U.S.C.), for protection of their scientific and recreation values:

TOADSTOOL GEOLOGIC AREA

T. 33 N., R. 53 W.,

Sec. 8, E $\frac{1}{2}$ .

The area described contains 320 acres.  
 2. The withdrawal made by this order does not alter the applicability of the

public land laws governing the use of the lands under lease, license, or permit, or governing the disposal of their mineral or vegetative resources other than under the mining laws.

JOHN A. CARVER, Jr.,  
*Under Secretary  
 of the Interior.*

JUNE 10, 1965.

[F.R. Doc. 65-6244; Filed, June 15, 1965;  
 8:45 a.m.]

[Public Land Order 3669]

[Oregon 016299]

# OREGON

## Partial Revocation of Reclamation Withdrawals (Umatilla Project)

By virtue of the authority contained in section 3 of the Act of June 17, 1902 (32 Stat. 388; 43 U.S.C. 416), as amended and supplemented, it is ordered as follows:

The departmental orders of February 25, 1903, and August 16, 1906, which withdrew lands for reclamation purposes, are hereby revoked so far as they affect the following described lands:

WILLAMETTE MERIDIAN

T. 4 N., R. 26 E.,

Sec. 4, lots 1, 2, and S $\frac{1}{2}$ NE $\frac{1}{4}$ .

Containing 159.74 acres, in Umatilla County.

The lands are included in an allowed homestead entry.

JOHN A. CARVER, Jr.,  
*Under Secretary  
 of the Interior.*

JUNE 10, 1965.

[F.R. Doc. 65-6245; Filed, June 15, 1965;  
 8:45 a.m.]

[Public Land Order 3670]

[Idaho 015969]

# IDAHO

## Withdrawal for National Forest Job Corps Conservation Centers

By virtue of the authority vested in the President and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), it is ordered as follows:

1. Subject to valid existing rights the following-described public lands are hereby withdrawn from all forms of appropriation under the public land laws including the mining laws (Ch. 2, Title 30, U.S.C.), and reserved under the jurisdiction of the Secretary of Agriculture for Job Corps Conservation Centers:

BOISE MERIDIAN

T. 12 S., R. 20 E.,

Sec. 25, N $\frac{1}{2}$ NE $\frac{1}{4}$ .

T. 15 N., R. 1 W.,

Sec. 3, lot 4.

Containing 119.11 acres, in Adams and Cassia Counties.

2. The withdrawal made by this order does not alter the applicability of the public land laws governing the use of the lands under lease, license, or permit, or governing the disposal of their min-

eral and vegetative resources other than under the mining laws.

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

JUNE 10, 1965.

[P.R. Doc. 65-6246; Filed, June 15, 1965;  
8:45 a.m.]

[Public Land Order 3671]

[Oregon 015656]

## OREGON

### Withdrawal for National Forest Recreation Areas

By virtue of the authority vested in the President and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), it is ordered as follows:

1. Subject to valid existing rights, the following described national forest lands are hereby withdrawn from appropriation under the United States mining laws (Ch. 2, Title 30 U.S.C.), in aid of programs of the Department of Agriculture:

#### WILLAMETTE MERIDIAN

##### ROGUE RIVER NATIONAL FOREST

##### Jackson (Applegate) Campground

T. 40 S., R. 3 W.,  
Sec. 8, NW $\frac{1}{4}$  NW $\frac{1}{4}$ .

#### SISKIYOU NATIONAL FOREST

##### Monument Campground

T. 40 S., R. 6 W.,  
Sec. 9, N $\frac{1}{2}$  of lots 1 and 2;  
Sec. 10, N $\frac{1}{2}$  of lot 3.

The areas described aggregate 96.74 acres, in Jackson and Josephine Counties.

2. The withdrawal made by this order does not alter the applicability of those public land laws governing the use of the national forest lands under lease, license, or permit, or governing the disposal of their mineral or vegetative resources other than under the mining laws.

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

JUNE 10, 1965.

[P.R. Doc. 65-6247; Filed, June 15, 1965;  
8:45 a.m.]

[Public Land Order 3672]

[Washington 03124]

## WASHINGTON

### Withdrawal for Use of Department of the Army in Connection With John Day Lock and Dam Project

By virtue of the authority vested in the President and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), it is ordered as follows:

Subject to valid existing rights, the following described public lands are hereby withdrawn from all forms of appropriation under the public land laws, including the mining laws, but not from leasing under the mineral leasing laws, and reserved under jurisdiction of the Secretary of the Interior in aid of pro-

## RULES AND REGULATIONS

grams of the Corps of Engineers, Department of the Army, for construction, operation and maintenance of the John Day Lock and Dam Project:

#### WILLAMETTE MERIDIAN

T. 5 N., R. 25 E.,  
Sec. 28, lot 6.

Containing 8.5 acres in Benton County.

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

JUNE 10, 1965.

[P.R. Doc. 65-6248; Filed, June 15, 1965;  
8:46 a.m.]

[Public Land Order 3673]

[Utah 064136; 064137; 064138; 064139; 064149;  
064153; 065043]

## UTAH

### Revocation of Reclamation Withdrawals

By virtue of the authority vested in the President by section 1 of the Act of June 25, 1910 (36 Stat. 847; 43 U.S.C. 141), and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), and by virtue of the authority contained in the Act of October 2, 1888 (25 Stat. 526; 43 U.S.C. 662), and the Act of June 17, 1902 (32 Stat. 388; 43 U.S.C. 416), as amended and supplemented, it is ordered as follows:

The Executive order of May 14, 1915, the Departmental orders of April 6, 1889, October 17, 1904, June 17, 1905, January 30, 1906, May 2, 1914, November 6, 1917, November 21, 1918, May 6, 1942, July 13, 1943, the orders of the Bureau of Reclamation dated January 25, 1956 and April 25, 1956, and Public Land Order No. 1757 of November 17, 1958, are hereby revoked so far as they affect the following-described lands:

#### SALT LAKE MERIDIAN

T. 2 N., R. 21 E.,  
Sec. 3, NW $\frac{1}{4}$  NE $\frac{1}{4}$ , NE $\frac{1}{4}$  SW $\frac{1}{4}$ ;  
Sec. 5, SE $\frac{1}{4}$  SE $\frac{1}{4}$ .  
T. 3 N., R. 21 E.,  
Sec. 16, lots 1, 2, 3, 4, NW $\frac{1}{4}$  SE $\frac{1}{4}$ , SW $\frac{1}{4}$ ;  
Sec. 19, lots 3, 4, E $\frac{1}{2}$  SW $\frac{1}{4}$ , S $\frac{1}{2}$  SE $\frac{1}{4}$ ;  
Sec. 20, SW $\frac{1}{4}$  SW $\frac{1}{4}$ ;  
Sec. 29, N $\frac{1}{2}$ , N $\frac{1}{2}$  S $\frac{1}{2}$ ;  
Sec. 30, NE $\frac{1}{4}$ .

T. 2 N., R. 24 E.,  
Sec. 13, lot 1;  
Sec. 18, SE $\frac{1}{4}$  NE $\frac{1}{4}$ ;  
Sec. 23, lot 3;  
Sec. 24, lots 2, 4, 5, 10, 11, 12, 16, 17;  
Sec. 25, lots 1, 2, 6, 8, SE $\frac{1}{4}$  SE $\frac{1}{4}$ ;  
Sec. 36, lots 1, 2, 3, 4, 5, 6, SE $\frac{1}{4}$  SW $\frac{1}{4}$ ,  
NW $\frac{1}{4}$  NE $\frac{1}{4}$ .

T. 1 N., R. 25 E.,  
Sec. 2, lots 10, 11;  
Sec. 3, lots 3, 5, 6, 10, SE $\frac{1}{4}$  NW $\frac{1}{4}$ , SE $\frac{1}{4}$  SE $\frac{1}{4}$ ;  
Sec. 10, E $\frac{1}{2}$  NE $\frac{1}{4}$ , NW $\frac{1}{4}$  NE $\frac{1}{4}$ , SE $\frac{1}{4}$ ;  
Sec. 11, lots 1, 2, 4, 7, 8, NW $\frac{1}{4}$  NW $\frac{1}{4}$ ,  
SE $\frac{1}{4}$  NW $\frac{1}{4}$ .

T. 2 N., R. 25 E.,  
Sec. 19, SW $\frac{1}{4}$  SW $\frac{1}{4}$ ;  
Sec. 30, lots 1, 2, 3, 4, 5, 8, 9, NW $\frac{1}{4}$  NW $\frac{1}{4}$ ,  
SW $\frac{1}{4}$  SW $\frac{1}{4}$ ;  
Sec. 31, lots 2, 4, 5, 7;  
Sec. 34, W $\frac{1}{2}$  NW $\frac{1}{4}$ , NW $\frac{1}{4}$  SW $\frac{1}{4}$ , SE $\frac{1}{4}$  SW $\frac{1}{4}$ .

T. 3 N., R. 30 E.,  
Sec. 13, SW $\frac{1}{4}$  SW $\frac{1}{4}$ ;  
Sec. 14, lots 3, 4, 8;  
Sec. 15, lots 1, 2, 3, 4, S $\frac{1}{2}$ ;  
Sec. 22, N $\frac{1}{2}$ , SW $\frac{1}{4}$ , N $\frac{1}{2}$  SE $\frac{1}{4}$ ;  
Sec. 23, N $\frac{1}{2}$ , N $\frac{1}{2}$  S $\frac{1}{2}$ ;

Sec. 24, W $\frac{1}{2}$  NE $\frac{1}{4}$ , SE $\frac{1}{4}$  NE $\frac{1}{4}$ , NW $\frac{1}{4}$ ,  
E $\frac{1}{2}$  SE $\frac{1}{4}$ .  
T. 9 S., R. 1 W.,  
Sec. 29, N $\frac{1}{2}$  NE $\frac{1}{4}$ , SW $\frac{1}{4}$  NE $\frac{1}{4}$ ;  
Sec. 32, N $\frac{1}{2}$  NW $\frac{1}{4}$ , SW $\frac{1}{4}$ .  
T. 8 S., R. 1 E.,  
Sec. 11, lot 5.

T. 8 S., R. 2 E.,  
Sec. 4, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11,  
S $\frac{1}{2}$  NE $\frac{1}{4}$ , SW $\frac{1}{4}$  SW $\frac{1}{4}$ , N $\frac{1}{2}$  SE $\frac{1}{4}$ , SE $\frac{1}{4}$   
SE $\frac{1}{4}$ ;  
Sec. 5, lots 1, 2, 3, 4, 5, S $\frac{1}{2}$  NE $\frac{1}{4}$ , S $\frac{1}{2}$ ;  
Sec. 6, lots 1, 2, 3, SE $\frac{1}{4}$  SE $\frac{1}{4}$ ;  
Sec. 7, lots 1, 2, 3, 4, E $\frac{1}{2}$  W $\frac{1}{2}$ , E $\frac{1}{2}$ ;  
Sec. 8, W $\frac{1}{2}$ .

T. 6 S., R. 3 E.,  
Sec. 4, lot 4.  
T. 11 S., R. 21 E.,  
Sec. 19, lot 4;  
Sec. 30, lots 1, 2, 3, 4, E $\frac{1}{2}$  W $\frac{1}{2}$ .  
T. 21 S., R. 23 E.,  
Sec. 12, NE $\frac{1}{4}$ ;  
Sec. 36, NE $\frac{1}{4}$  NE $\frac{1}{4}$ , SE $\frac{1}{4}$  SE $\frac{1}{4}$ .

T. 21 S., R. 24 E.,  
Sec. 10, SE $\frac{1}{4}$  NW $\frac{1}{4}$ ;  
Sec. 14, lots 1, 2, 3, 4, 5, SW $\frac{1}{4}$  NE $\frac{1}{4}$ , E $\frac{1}{2}$   
NW $\frac{1}{4}$ , NW $\frac{1}{4}$  SE $\frac{1}{4}$ ;  
Sec. 15, lots 1, 2, 4, NW $\frac{1}{4}$  SE $\frac{1}{4}$ ;  
Sec. 22, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12,  
NE $\frac{1}{4}$  NE $\frac{1}{4}$ , SW $\frac{1}{4}$  NW $\frac{1}{4}$ , NW $\frac{1}{4}$  SW $\frac{1}{4}$ ;  
Sec. 23, lot 4;  
Sec. 26, lots 2, 3, 4, 7, 8, W $\frac{1}{2}$  SW $\frac{1}{4}$ ;  
Sec. 27, lots 1, 2, 4, 5, E $\frac{1}{2}$  SE $\frac{1}{4}$ ;  
Sec. 35, lots 2, 3, 6, 7.

T. 22 S., R. 24 E.,  
Sec. 12, S $\frac{1}{2}$  NE $\frac{1}{4}$ , N $\frac{1}{2}$  SE $\frac{1}{4}$ ;  
Sec. 23, lots 2, 3, E $\frac{1}{2}$  NE $\frac{1}{4}$ , SW $\frac{1}{4}$  NE $\frac{1}{4}$ ,  
NW $\frac{1}{4}$  SE $\frac{1}{4}$ ;  
Sec. 29, lots 1, 2, 4, SW $\frac{1}{4}$  NE $\frac{1}{4}$ , SE $\frac{1}{4}$  NW $\frac{1}{4}$ ,  
NE $\frac{1}{4}$  SW $\frac{1}{4}$ ;  
Sec. 32, lots 1, 2, 3, 4, 5, 6, 7, 8, SW $\frac{1}{4}$  NE $\frac{1}{4}$ ,  
NW $\frac{1}{4}$  SE $\frac{1}{4}$ ;  
Sec. 33, lots 1, 2, NW $\frac{1}{4}$  NW $\frac{1}{4}$ .

T. 23 S., R. 24 E.,  
Sec. 7, lots 4, 5, 6, 7;  
Sec. 8, lots 3, 6, 7, 8, 9;  
Sec. 13, lots 6, 7;  
Sec. 16, lots 2, 4, 7, 8, 9.

T. 3 S., R. 25 E.,  
Sec. 22, N $\frac{1}{2}$  NE $\frac{1}{4}$ ;  
Sec. 32, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10,  
11, 12, 13, 14, NE $\frac{1}{4}$ , NE $\frac{1}{4}$  NW $\frac{1}{4}$ .

T. 20 S., R. 25 E.,  
Sec. 11, lots 1, 2, E $\frac{1}{2}$  NE $\frac{1}{4}$ , SW $\frac{1}{4}$  NE $\frac{1}{4}$ ,  
W $\frac{1}{2}$  SE $\frac{1}{4}$ ;  
Sec. 12, lots 1, 2, 3, 4, 5, 8, 9, 10, NW $\frac{1}{4}$  NW $\frac{1}{4}$ ,  
E $\frac{1}{2}$  SW $\frac{1}{4}$ ;  
Sec. 13, lot 4 S $\frac{1}{2}$  SW $\frac{1}{4}$ ;  
Sec. 14, lots 1, 2, 3, 4, 5, 6, 7, W $\frac{1}{2}$  NE $\frac{1}{4}$ ,  
NW $\frac{1}{4}$ , NW $\frac{1}{4}$  SW $\frac{1}{4}$ , SE $\frac{1}{4}$  SE $\frac{1}{4}$ .

T. 23 S., R. 25 E.,  
Sec. 17, lots 6, 7, 8;  
Sec. 19, lots 2, 3, 4, 5, SE $\frac{1}{4}$  NE $\frac{1}{4}$ ;  
Sec. 20, lots 3, 4, 5, SW $\frac{1}{4}$  NW $\frac{1}{4}$ .

The areas described aggregate 13,811.58 acres of nonpublic lands in Daggett, Uintah, Grand, and Utah Counties.

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

JUNE 10, 1965.

[P.R. Doc. 65-6249; Filed, June 15, 1965;  
8:46 a.m.]

[Public Land Order 3674]

[BLM 080563]

## MICHIGAN

### Addition of Lands to the Manistee National Forest

By virtue of the authority contained in the Act of July 9, 1962 (76 Stat. 140; 43 U.S.C. 315g-1), and upon recommendation of the Secretary of Agriculture, it is ordered as follows:

Subject to valid existing rights the following described public lands in Michigan are hereby added to and made part of the Manistee National Forest and hereafter shall be subject to all laws and regulations applicable to said national forest:

MICHIGAN MERIDIAN

T. 12 N., R. 11 W.,  
Sec. 7, NE $\frac{1}{4}$ NW fractional quarter except part of S $\frac{1}{2}$ NE $\frac{1}{4}$ NW fractional quarter beginning at a point 1198 ft. south and 988 ft. west of northeast corner of NW $\frac{1}{4}$ , westerly 85 ft. to a point on east line of Hammond Street, continuing westerly 20 ft., southerly 118 ft., easterly 105 ft., northerly 33 ft. to a point on north line of Hubbel Avenue, thence continuing northerly 85 ft. to beginning, and except a strip of land 100 ft. wide of east side of NE $\frac{1}{4}$ NW fractional quarter.

T. 18 N., R. 12 W.,  
Sec. 34, S $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ .  
T. 23 N., R. 12 W.,  
Sec. 30, N $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
Sec. 34, Village of Yuma—Parcel commencing on west side of Ann Arbor Railroad right-of-way on one-quarter line running east and west through sec., thence west 33 $\frac{1}{2}$  rods, north 12 rods, east to Ann Arbor Railroad right-of-way south to beginning.

T. 14 N., R. 13 W.,  
Sec. 13, commencing at southeast corner of sec. The land in caption starts at a point 700 ft. west along south line of sec., thence north 700 ft., west 300 ft., south 700 ft., east 300 ft. to beginning (SE $\frac{1}{4}$ SE $\frac{1}{4}$ )—and—commencing at the southeast corner of sec. and running north to  $\frac{1}{4}$ ° east along the townline 1,350 ft., thence west 2 $\frac{1}{2}$ ° north 705 ft. being point of beginning, thence west 2 $\frac{1}{2}$ ° north 320 ft., south 690 ft., east 320 ft., north 680 ft. to point of beginning (SE $\frac{1}{4}$ SE $\frac{1}{4}$ );  
Sec. 28, SE $\frac{1}{4}$ SE $\frac{1}{4}$  except that part lying west of established road as now surveyed across the easterly side of SE $\frac{1}{4}$ SE $\frac{1}{4}$ .

T. 17 N., R. 13 W.,  
Sec. 5, S $\frac{1}{2}$ S $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ ;  
Sec. 29, W $\frac{1}{2}$ SW $\frac{1}{4}$ , SW $\frac{1}{4}$ NW $\frac{1}{4}$ .  
T. 18 N., R. 13 W.,  
Sec. 19, E $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ ; except a strip 15 ft. wide on west line for highway, N $\frac{1}{2}$ NW $\frac{1}{4}$  fractional quarter except east 1,980 ft., N $\frac{1}{2}$ S $\frac{1}{2}$ NW $\frac{1}{4}$  except east 1,320 ft., N $\frac{1}{2}$ S $\frac{1}{2}$ N $\frac{1}{2}$ NW $\frac{1}{4}$  fractional quarter except east 1,980 ft., west 660 ft. of east 1,980 ft., of S $\frac{1}{4}$ S $\frac{1}{4}$ N $\frac{1}{2}$ NW fractional quarter, S $\frac{1}{4}$ N $\frac{1}{2}$ NW fractional quarter except east 1,980 ft.

T. 19 N., R. 13 W.,  
Sec. 17, Supervisor's Plat of Peacock: Lots 39 to 42, inclusive; 44 to 51, inclusive; 53 to 58, inclusive.

T. 17 N., R. 14 W.,  
Sec. 21, NE $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ ;  
Sec. 23, West 32 rods of SE $\frac{1}{4}$ NE $\frac{1}{4}$ .  
T. 20 N., R. 15 W.,  
Sec. 34, SE $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ .  
T. 13 N., R. 16 W.,  
Sec. 19, N $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
Sec. 28, W $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ .

The areas described aggregate 315.33 acres in Newaygo, Wexford, Lake, Mason, and Oceana Counties.

JOHN A. CARVER, JR.,  
Under Secretary  
of the Interior.

JUNE 10, 1965.

[F.R. Doc. 65-6250; Filed, June 15, 1965; 8:46 a.m.]

[Public Land Order 3675]

[Nevada 055233]

NEVADA

Correction of Public Land Order No. 3598 (Alkali Lake Wildlife Management Area)

Public Land Order No. 3598 of April 5, 1965 (30 F.R. 4678) is hereby corrected as follows:

(a) In sec. 1, T. 12 N., R. 23 E., the description "N $\frac{1}{2}$ SW $\frac{1}{2}$ " is corrected to read "N $\frac{1}{2}$ SW $\frac{1}{4}$ ."

(b) In sec. 34, T. 13 N., R. 23 E., the description "S $\frac{1}{4}$ SE $\frac{1}{4}$ " is corrected to read "S $\frac{1}{4}$ SE $\frac{1}{2}$ ."

JOHN A. CARVER, JR.,  
Under Secretary  
of the Interior.

JUNE 10, 1965.

[F.R. Doc. 65-6251; Filed, June 15, 1965; 8:46 a.m.]

[Public Land Order 3676]

[Utah 0115811]

UTAH

Withdrawal for the Weber Basin Project

By virtue of the authority contained in the Act of June 17, 1902 (32 Stat. 338; 43 U.S.C. 416), as amended and supplemented, it is ordered as follows:

Subject to valid existing rights, the following-described lands are hereby withdrawn from all forms of appropriation under the public land laws, including the mining laws (Ch. 2, Title 30 U.S.C.), but not from leasing under the mineral leasing laws, and reserved for the Weber Basin Project:

SALT LAKE BASE AND MERIDIAN

T. 2 N., R. 3 E.,  
Sec. 10, E $\frac{1}{2}$ NE $\frac{1}{4}$ .

The area described contains 80 acres in Morgan County.

JOHN A. CARVER, JR.,  
Under Secretary  
of the Interior.

JUNE 10, 1965.

[F.R. Doc. 65-6252; Filed, June 15, 1965; 8:46 a.m.]

[Public Land Order 3688]

[Oregon 015334]

OREGON

Withdrawal for National Forest Administrative Sites and Recreation, Botanical, Geological and Archeological Areas

By virtue of the authority vested in the President and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), it is ordered as follows:

1. Subject to valid existing rights, the following-described national forest lands are hereby withdrawn from appropriation under the United States mining laws (Chap. 2, Title 30 U.S.C.), in aid of programs of the Department of Agriculture:

WILLAMETTE MERIDIAN

UMPQUA NATIONAL FOREST

Layng Creek Fossil Bed Geological Area

T. 21 S., R. 1 E.,  
Sec. 30, W $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ .

Canton Point Lookout

T. 23 S., R. 1 E.,  
Sec. 33, W $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ .

Steamboat Point Lookout

T. 25 $\frac{1}{2}$  S., R. 1 E.,  
Sec. 33, SE $\frac{1}{4}$  lot 4.

Lookout Mountain Lookout

T. 26 S., R. 1 E.,  
Sec. 31, S $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ .

Hemlock Lake Campground

T. 27 S., R. 1 E.,  
Sec. 28, E $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ .

Black Rock Lookout

T. 28 S., R. 3 E.,  
Sec. 4, N $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ .

Cliff Lake Campground

T. 29 S., R. 3 E.,  
Sec. 7, S $\frac{1}{2}$  lot 2 and N $\frac{1}{2}$  lot 3.

Grasshopper Lookout

T. 29 S., R. 3 E.,  
Sec. 18, S $\frac{1}{2}$ SE $\frac{1}{4}$  lot 1 and N $\frac{1}{2}$ NE $\frac{1}{4}$  lot 2.

Red Mountain Lookout

T. 32 S., R. 3 W.,  
Sec. 23, N $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ .

Pig Iron Lookout

T. 26 S., R. 4 E., Unsurveyed  
Sec. 32, W $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ .

Incense Cedar Grove Botanical Area

T. 28 S., R. 4 E., Unsurveyed  
Sec. 20, SE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$  and NE $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
Sec. 21, NW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$  and SW $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ .

Acker Rock Lookout

T. 29 S., R. 1 E.,  
Sec. 13, N $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ .

Tallow Butte Lookout

T. 29 S., R. 1 E.,  
Sec. 34, W $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ .

Cover Campground

T. 30 S., R. 1 E.,  
Sec. 10, SW $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$  and E $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ .

Whiskey Camp Administrative Site

T. 30 S., R. 1 E.,  
Sec. 32, NW $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ .

White Creek Campground

T. 27 S., R. 1 W.,  
Sec. 7, S $\frac{1}{2}$ S $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ .

Pickett Butte Lookout

T. 30 S., R. 1 W.,  
Sec. 29, N $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ .

Threehorn Campground

T. 32 S., R. 1 W.,  
Sec. 7, SE $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ .

Buster Butte Lookout

T. 24 S., R. 2 E.,  
Sec. 16, N $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ .

Reynolds Ridge Lookout

T. 25 S., R. 2 E.,  
Sec. 24, S $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ .

Illahee Rock Lookout

T. 25 $\frac{1}{2}$  S., R. 2 E.,  
Sec. 34, W $\frac{1}{2}$ NW $\frac{1}{4}$  lot 1 and E $\frac{1}{2}$ NE $\frac{1}{4}$  lot 2.

*Dog Creek Kalmiopsis Botanical Area*

T. 26 S., R. 2 E.,

Sec. 7, S $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$  and E $\frac{1}{2}$ SE $\frac{1}{4}$ .*Horseshoe Bend Campground*

T. 26 S., R. 2 E.,

Sec. 19, NE $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$  and NW $\frac{1}{4}$ SW $\frac{1}{4}$  SE $\frac{1}{4}$ .*Illahee Administrative Site*

T. 26 S., R. 2 E.,

Sec. 21, lot 1 and NE $\frac{1}{4}$ NE $\frac{1}{4}$ , lot 6;  
Sec. 22, SW $\frac{1}{4}$ SW $\frac{1}{4}$  lot 1 and NW $\frac{1}{4}$ SW $\frac{1}{4}$  NW $\frac{1}{4}$ .*Big Twin Lakes Campground*

T. 27 S., R. 2 E.,

Sec. 9, S $\frac{1}{2}$ SW $\frac{1}{4}$ .*Skimmerhorn Campground*

T. 29 S., R. 2 E.,

Sec. 2, NE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ .*Red Butte Lookout*

T. 28 S., R. 2 W.,

Sec. 1, NE $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ .*Smith Ridge Lookout*

T. 28 S., R. 2 W.,

Sec. 25, N $\frac{1}{2}$ NE $\frac{1}{4}$  lot 3.*Diamond Rock Lookout*

T. 32 S., R. 2 W.,

Sec. 10, S $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ .*Medicine Creek-Indian Caves Archeological Area*

T. 26 S., R. 3 E.,

Sec. 17, NE $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ .*Soda Springs Basalt Geological Area*

T. 26 S., R. 3 E.,

Sec. 18, E $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ .*Slide Creek Falls Geological Area*

T. 26 S., R. 3 E.,

Sec. 21, S $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$ .*Toketee Lake Campground*

T. 26 S., R. 3 E.,

Sec. 25, W $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ .*Toketee Ranger Station Administrative Site*

T. 26 S., R. 3 E.,

Sec. 36, S $\frac{1}{2}$ NW $\frac{1}{4}$  and N $\frac{1}{2}$ N $\frac{1}{2}$ SW $\frac{1}{4}$ .*Big Camas Ranger Station Administrative Site*

T. 27 S., R. 3 E.,

Sec. 9, NE $\frac{1}{4}$ SE $\frac{1}{4}$  and N $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ ;  
Sec. 10, SW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$  and NW $\frac{1}{4}$ SW $\frac{1}{4}$  SW $\frac{1}{4}$ .*Toketee Airstrip Administrative Site*

T. 27 S., R. 3 E.,

Sec. 11, S $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ ;Sec. 13, W $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ ;Sec. 14, NE $\frac{1}{4}$ NE $\frac{1}{4}$ , NE $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ , and  
NE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ .*Kelsey Mountain Lookout*T. 25 $\frac{1}{2}$  S., R. 5 E., UnsurveyedSec. 35, SE $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ .*Watson Butte Lookout*

T. 26 S., R. 5 E., Unsurveyed

Sec. 19, S $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ .*Garwood Butte Lookout*

T. 28 S., R. 5 E., Unsurveyed

Sec. 7, N $\frac{1}{2}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ .*Diamond Lake Recreation Area Addition*

T. 28 S., R. 5 E., Unsurveyed

Sec. 13, E $\frac{1}{2}$ SE $\frac{1}{4}$ .

T. 27 S., R. 6 E.,

Sec. 32, NE $\frac{1}{4}$  and E $\frac{1}{2}$ SE $\frac{1}{4}$ .

T. 28 S., R. 6 E., Unsurveyed

Sec. 4, W $\frac{1}{2}$ E $\frac{1}{2}$ ;Sec. 9, W $\frac{1}{2}$ E $\frac{1}{2}$  and E $\frac{1}{2}$ SE $\frac{1}{4}$ ;Sec. 16, W $\frac{1}{2}$ E $\frac{1}{2}$  and E $\frac{1}{2}$ SW $\frac{1}{4}$ ;Sec. 18, SW $\frac{1}{4}$ ;

Secs. 19 and 20;

Sec. 21, W $\frac{1}{2}$ E $\frac{1}{2}$  and NW $\frac{1}{4}$ .*Cinnamon Butte Lookout*

T. 27 S., R. 6 E., Unsurveyed

Sec. 9, N $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ .

The areas described aggregate 2,695.05 acres, in Douglas and Lane Counties.

2. The withdrawal made by this order does not alter the applicability of those public land laws governing the use of the national forest lands under lease, license, or permit, or governing the disposal of their mineral or vegetative resources other than under the mining laws.

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

JUNE 10, 1965.

[P.R. Doc. 65-6253; Filed, June 15, 1965;  
8:46 a.m.]

[Public Land Order 3706]

[Misc. 2141236]

## KENTUCKY

### Revocation of Public Land Order No. 729 of June 19, 1951

By virtue of the authority vested in the President and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), it is ordered as follows:

Public Land Order No. 729 of June 19, 1951, transferring from the Department of the Army to the Department of the Interior, the oil and gas deposits underlying about 35,839.88 acres of acquired lands comprising the site of Camp Breckenridge, Ky., is hereby revoked.

The oil and gas deposits were transferred to the Department of the Interior for the limited purpose of allowing oil and gas leases to be issued as a protective action to prevent loss to the United States of revenues from oil and gas resources by reason of drainage or threatened drainage while the lands remained in Federal ownership. Leases were issued on two tracts aggregating about 890 acres. Protective action was not found to be necessary for the remaining tracts. The Department of the Army has reported all of the lands to the General Services Administration as excess to its needs.

The oil and gas deposits in the lands, subject to valid existing rights, will be administered by the General Services Administration pending their disposal as surplus to the United States, pursuant to provisions of the Federal Property and Administrative Services Act of 1949 (63 Stat. 377; 40 U.S.C. 472), as amended.

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

JUNE 11, 1965.

[P.R. Doc. 65-6259; Filed, June 15, 1965;  
8:47 a.m.]

## Title 48—TRADE AGREEMENTS AND ADJUSTMENT ASSISTANCE PROGRAMS

### Chapter II—Office of the Special Representative for Trade Negotiations

[Directive No. 1, Amdt. 2]

### PART 201—CREATION, ORGANIZATION, AND FUNCTIONS

#### Location

Section 201.1(b) of Chapter II of Title 48 of the Code of Federal Regulations is revised to read as follows:

#### § 201.1 Creation and location.

(b) The Office of the Special Representative for Trade Negotiations is located at 1800 G Street NW., Washington, D.C., 20506.

(Sec. 401, 76 Stat. 902; 19 U.S.C. 1802)

**Effective date.** This amendment shall become effective on or about June 21, 1965.

Signed at Washington, D.C., on June 11, 1965.

BERNARD NORWOOD,  
Acting Special Representative  
for Trade Negotiations.

[P.R. Doc. 65-6289; Filed, June 15, 1965;  
8:49 a.m.]

[TIO Regs., Amdt. 2]

### PART 211—REGULATIONS OF TRADE INFORMATION COMMITTEE

#### Office, Mailing Address, Telephone Number, and Hours

Section 211.1 of Chapter II of Title 48 of the Code of Federal Regulations is revised to read as follows:

#### § 211.1 Office, mailing address, telephone number, and hours.

(a) The office of the Trade Information Committee (hereinafter referred to as the Committee) is at 1800 G Street NW., Washington, D.C., 20506.

(b) All communications to the Committee should be addressed to the "Executive Secretary, Trade Information Committee, Office of the Special Representative for Trade Negotiations, 1800 G Street NW., Washington, D.C., 20506".

(c) The telephone number of the office of the Committee is area code 202, 382-1911.

(d) The regular hours of the office of the Committee are from 9:00 a.m. to 5:30 p.m. on each business day, Monday through Friday.

(Secs. 223, 252(d), 76 Stat. 875, 880; 19 U.S.C. 1843, 1882(d); sec. 202.3(b) of this chapter)

**Effective date.** This amendment shall become effective on or about June 21, 1965.

Signed at Washington, D.C., on June 11, 1965.

By the Committee.

LOUIS C. KRAUTHOFF II,

Chairman,

Trade Information Committee.

[F.R. Doc. 65-6290; Filed, June 15, 1965;  
8:49 a.m.]

## Title 47—TELECOMMUNICATION

### Chapter I—Federal Communications Commission

#### PART 0—COMMISSION ORGANIZATION

#### PART 97—AMATEUR RADIO SERVICE

##### Radio Operator Examination Points

*Order.* The Commission having under consideration a modification of its commercial and amateur radio operator license examination points; and

It appearing, that examination space available in Salem, Va., is such as to provide greater flexibility in scheduling examinations and larger and more economical accommodations for applicants than that available in Roanoke, Va.; and

It further appearing, that said changes in examination points would be in the public interest; and

It further appearing, that the amendments herein ordered are procedural in

nature and not substantive and therefore compliance with the public rulemaking procedures required by sections 4 (a) and (b) of the Administrative Procedure Act is not required.

*It is ordered.* This 11th day of June 1965, pursuant to authority of § 0.261 of the Commission's rules and to authority contained in sections 4(i) and 303(r) of the Communications Act of 1934, as amended, and pursuant to section 3(a) of the Administrative Procedure Act, that § 0.445(c) and Appendix 1, Part 97 of the Commission's rules be amended in accordance with the Appendix attached below, effective June 18, 1965.

(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: June 11, 1965.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] BEN F. WAPLE,  
Secretary.

Section 0.445(c) of the Commission's rules is amended by (1) deleting Roanoke, Va., as a semiannual examination point and (2) adding Salem, Va., as a semiannual examination point.

Appendix 1, Part 97 of the Commission's rules is amended by (1) deleting Roanoke, Va., as a semiannual examination point and (2) adding Salem, Va., as a semiannual examination point.

[F.R. Doc. 65-6276; Filed, June 15, 1965;  
8:48 a.m.]

# Proposed Rule Making

## DEPARTMENT OF THE TREASURY

Bureau of Customs

[ 19 CFR Part 22 ]

### DRAWBACK

#### Petroleum Products Manufactured With the Use of Duty-Paid and/or Substituted Crude Petroleum or Petroleum Derivatives—Substitution

Notice is hereby given pursuant to section 4 of the Administrative Procedure Act (5 U.S.C. 1003), that under the authority of sections 313 and 624, Tariff Act of 1930, as amended, it is proposed to amend § 22.6 of the Customs Regulations, relating to general drawback rates in effect, by adding a new paragraph (g-1), relating to the allowance of drawback on petroleum products manufactured from crude petroleum and/or petroleum derivatives under section 313(b), Tariff Act of 1930, as amended.

The reasons for the amendments set out in proposed form below are twofold:

(1) To provide regulations which will better serve the dual purpose of:

(a) Meeting the complex problems of the refiners who produce large groups of widely diversified petroleum products;

(b) Providing the basis for the proper allowance of drawback on such products, and

(2) To insure compliance with a fundamental provision of the substitution law, section 313(b), as amended, that

there shall be allowed upon the exportation of any such articles, notwithstanding the fact that none of the imported merchandise may actually have been used in the manufacture or production of the exported articles, an amount of drawback equal to that which would have been allowable had the merchandise used therein been imported; but the total amount of drawback allowed upon the exportation of such articles, together with the total amount of drawback allowed in respect of such imported merchandise under any other provision of law, shall not exceed 99 per centum of the duty paid on such imported merchandise.

A basic feature of the proposed regulations permits refiners at their election to export petroleum products in percentages based upon Industry Standards of Potential Production on a Practical Operating Basis approved by the Bureau in consultation with the petroleum industry. The need for such an arrangement, under carefully controlled conditions which will prevent the over-allowance of drawback, became manifest during an intensive study of the circumstances in which petroleum products are manufactured and exported. The basic conditions, described in general terms in this introduction, are set out in detail in the provisions of the proposed regulations published in this announcement.

The following example will develop these considerations further:

If 1,000,000 barrels of crude petroleum of a given kind and quality (class) are used by the refiner during a specified refinery period in the production of—

500,000 barrels of gasoline having a relative value of 60 percent of the total production of his specified refinery period,

300,000 barrels of lube oil having a relative value of 32 percent of the production,

100,000 barrels of fuel oil having a relative value of 6 percent of the production, and 50,000 barrels of asphalt having a relative value of 2 percent of the production,

then, in view of the distribution in accordance with the relative values of the several products:

600,000 barrels of the crude petroleum used will be attributable to the production of the 500,000 barrels of gasoline;

320,000 barrels of the crude petroleum used will be attributable to the production of the 300,000 barrels of lube oil;

60,000 barrels of the crude petroleum used will be attributable to the production of the 100,000 barrels of fuel oil, and

20,000 barrels of the crude petroleum used will be attributable to the production of the 50,000 barrels of asphalt.

In order to insure that the quantity of duty-paid crude petroleum of a given kind and quality (class) required to produce a specified volume of a given product or products of the refinery period will be properly accounted for, the required quantity will be computed, product by product, on the basis of an Industry Standard of Potential Production on a Practical Operating Basis, which will have been approved by the Bureau in consultation with the petroleum industry, for the product concerned. In the example given above, upon the exportation of the 50,000 barrels of asphalt, drawback will be allowed on the basis of the duty paid, less 1 per centum of such duty, on 20,000 barrels of duty-paid crude petroleum of the same kind and quality (class) as the crude petroleum from which such asphalt was actually manufactured. For purposes of accounting, however, and to insure that the 50,000 barrels of asphalt will be related to the quantity of duty-paid crude petroleum which would have been required for its production, and to make certain that no greater volume of asphalt will be exported with benefit of drawback than the maximum quantity of asphalt shown to be producible by the Industry Standard of Potential Production for that product, a quantity of the duty-paid crude petroleum larger than the 20,000 barrels which is the basis for the claim for drawback will be set up on the customs records for control purposes.

If the Industry Standard of Potential Production for asphalt shows that one barrel (or any other unit) of the duty-paid crude petroleum of the given kind and quality (class) is capable of producing on a practical operating basis one-half barrel of asphalt for each barrel used in production, there will be set up for such control purposes 100,000 barrels of the duty-paid crude, i.e., the quantity

shown by the industry standard to be required to produce the 50,000 barrels of exported asphalt. The allowance of drawback, however, will be based upon the 20,000 barrels of duty-paid crude shown in the example.

This method will be applied product by product upon the basis of the Industry Standard for each product. The total cumulation of such quantities of the duty-paid crude required for the production of each product would, of course, if all the products of the refinery period were exported, not exceed 1,000,000 barrels of duty-paid crude petroleum; nor would the total drawback paid exceed the duty paid, less 1 per centum, on the quantities established on the relative value basis, product by product, as shown in the example.

As stated, when the maximum potential production of any product has been exported, as shown by the control record referred to above, no further exportations of that product will be credited against the imported duty-paid crude petroleum concerned. The remaining products are available for exportation with benefit of drawback, however, within the limits of their maximum potential production, as shown by the industry standard for each product concerned, and subject to the statutory limitation that in no case may the allowance of drawback exceed 99 per centum of the duty paid on the quantity of imported crude petroleum which may properly form the basis for the allowance of drawback on such products, 1,000,000 barrels in the example.

Assume for further illustration that in the refinery period during which the exported products were manufactured, the total quantity of crude petroleum used by the refiner was 100,000 barrels of Class III crude petroleum. From this 100,000 barrels there were produced 50,000 barrels of gasoline having a market value of \$5.00 per barrel; 30,000 barrels of lube distillate, market value of \$20.00 per barrel; and 20,000 barrels of fuel oil, market value of \$3.00 per barrel.

On the basis of these quantities and their relative values the collector of customs establishes the following drawback factors:

Gasoline	0.057692 per barrel
Lube distillate	.230769 per barrel
Fuel oil	.034615 per barrel

Assume, further, that the refiner has only 10,000 barrels of duty-paid crude petroleum of Class III which under section 313 and the drawback regulations may form the basis of claims for drawback when the products of the refinery period are exported. The duty paid on such crude, less 1 per centum, amounts to \$1,039.50.

Assume further that it can be established by an Industry Standard of Potential Production on a Practical Operating Basis that the 10,000 barrels of Class III crude can yield, in practical refining

operations, 5,000 barrels of lube distillate concurrently with the production of related quantities of other products, in this case gasoline and fuel oil.

The refiner may obtain drawback against the imported crude petroleum by the exportation of lube distillate in a quantity which when multiplied by the drawback factor (0.230769) will not exceed \$1,039.50 (i.e., the duty paid, less 1 per centum). On the basis of the assumptions stated in this example, approximately 4,505 barrels of lube distillate could be exported for drawback against the imported crude petroleum. Once this was done, no further drawback would be payable against the imported crude by reason of the further exportation of additional lube distillate or of any other product.

It should be noted that, for the purposes of the foregoing, except for the calculation of drawback factor, the actual product-by-product production of the refinery during the period in question is irrelevant. The refiner, therefore, is not limited to the exportation of the gasoline, lube distillate, and fuel oil on the 5:3:2 ratio represented by the production of 50,000 barrels of gasoline, 30,000 barrels of lube distillate, and 20,000 barrels of fuel oil shown in the example.

Under these regulations, of course, the refiner is always entitled to the full drawback of \$1,039.50 when he exports the required quantity of product or products. If the refiner has exported only 4,000 barrels of lube distillate, which would carry a drawback of \$923.08 ( $4,000 \times 0.230769$ ), he would have an unexhausted potential drawback of \$116.42 ( $\$1,039.50$  minus  $\$923.08$ ) which balance could be applied upon the exportation of another product or other products of the refinery period. If the refiner selected gasoline for this purpose, he could exhaust the remaining drawback by exporting 2,018 barrels of gasoline ( $\$116.42 \div 0.057692$ ). Alternatively, the balance of \$116.42 might be exhausted by the exportation of 3,363 barrels of fuel oil ( $\$116.42 \div 0.034615$ ) or by some combination of exports of gasoline and fuel oil.

The exportation of 2,018 barrels of gasoline or 3,363 barrels of fuel oil (or of some combination of various quantities of gasoline and fuel oil) with benefit of drawback would be permissible only if there is approved an Industry Standard which shows the potential production of these quantities from 10,000 barrels of crude petroleum of the kind and quality (class) involved as being possible in conjunction with the production of 4,000 barrels of lube distillate from the crude petroleum.

As has been indicated, no utilization of one or more of the Industry Standards of Potential Production on a Practical Operating Basis can be permitted which

would result in the allowance of drawback in this example in excess of 99 per centum of the duty paid on the 10,000 barrels of imported crude petroleum of Class III.

The terms of the proposed amendment, in tentative form, are as follows:

Section 22.6 is hereby amended by inserting "by the Bureau and" in the headnote after the word "statements"; by inserting after the word "section" in the first sentence of paragraph (a) ", except under paragraph (g-1)"; by adding a new sentence to paragraph (a) reading "Statements and supplemental statements relating to products covered by paragraph (g-1) shall be referred to the Bureau for approval."; and, by adding a new paragraph designated (g-1) reading as follows:

(g-1) *Crude petroleum and petroleum derivatives; substitution.* Drawback may be allowed under the provisions of section 313(b), Tariff Act of 1930, as amended, upon the exportation of petroleum products manufactured from crude petroleum or petroleum derivatives, subject to the following regulations:

(1) The drawback allowance shall not exceed 99 per centum of the duty paid on the quantity of crude petroleum or petroleum derivatives specified by the refiner in accordance with the law and regulations from which the exported products could have been produced in the exported quantities, in conjunction with the related products, by ordinary manufacturing techniques, as determined in the manner hereinafter set forth.

(2) The petroleum products shall have been manufactured with the use of duty-paid, duty-free, or domestic crude petroleum or petroleum derivatives, or combinations thereof, within 3 years after the date on which the specified crude petroleum or petroleum derivatives were received by the refiner, and shall have been exported within 5 years from the date of importation of the specified crude petroleum or petroleum derivatives.

(3) The imported duty-paid crude petroleum or petroleum derivatives specified by the refiner as the basis for the drawback claim shall be of the same kind and quality (class) as that used in the manufacture of the exported petroleum products and shall have been used within 3 years after the date on which it was received by the refiner. Duty-paid crude petroleum or petroleum derivatives used at a plant of a refiner within 3 years after the date it was received may be specified as the basis for the allowance of drawback on petroleum products manufactured at another plant of the same refiner.

(4) For purposes of substitution, crude petroleum and petroleum derivatives (hereinafter called raw material) will be divided into the following classes: Class I, 0-11.9° API gravity; Class II, 12°-24.9° API gravity; Class III, 25°-44.9° API

gravity; and, Class IV, 45°-up API gravity. Any crude petroleum included in any class shall be considered for the purposes of these regulations as being of the same kind and quality as any other crude petroleum included in the same class; similarly, any named derivative in any class shall be considered as being the same kind and quality as the same named derivative in the same class.

(5) When raw materials of more than one type (crude, naphtha, etc.) and class are used in the manufacture of exported products during an abstract period, each unit of product shall be deemed to have been produced from all the types and classes of raw material in the same proportion that each such type and class was used during the abstract period. If the refiner does not have available for specification imported duty-paid material of any type and class used during the refinery period in the manufacture of the exported products, the drawback allowance shall be reduced by the duty ratio (see specimen abstract of manufacturing records) applicable to the non-available types and classes.

(6) For the purpose of distributing the drawback to the several products in accordance with section 313, Tariff Act of 1930, relative values shall be established at the time of separation between all products manufactured. The entire period covered by an abstract shall be deemed the time of separation of the products, and the value per unit of each product shall be the average market value for the abstract period.

(7) Since the substituted materials used during the refinery period will be treated as if they had been imported, in calculating the amount of drawback to be distributed to the several products, all raw materials introduced into the manufacturing process during the refinery period will be deemed dutiable at the same rate or rates applicable to the specified imported duty-paid material selected by the refiner.

(8) The refiner's manufacturing records shall consist of daily gauge reports on all raw material storage tanks, or if no storage tanks are maintained, daily meter records of raw material received. They will also show daily quantities and description of all materials introduced into the manufacturing process, and the quantity and description of each product manufactured.

(9) An abstract from the aforementioned records shall be filed with the collector of customs covering manufacturing periods of not less than 28 days and not more than 31 days, unless a different period shall have been authorized. A separate abstract will be prepared by each refiner for each refinery from which an export shipment may be made. The abstract filed for each refinery, in the following form, shall be signed by the refinery superintendent or his principal assistant:

(10) The refiner will file an inventory control sheet showing for each product, in barrels, the opening inventory, the production, exports, drawback deliveries, domestic shipments, and closing inventory, as well as the drawback factor applicable thereto, as per the following form:

## INVENTORY CONTROL SHEET

Period from \_\_\_\_\_ to \_\_\_\_\_

	Aviation Gasoline		Motor Gasoline		Diesels		Fuel Oil	
	Barrels	Draw-back factor	Barrels	Draw-back factor	Barrels	Draw-back factor	Barrels	Draw-back factor
(A) Opening Inventory								
(B) Production								
(C) Exports								
(D) Drawback deliveries								
(E) Domestic shipments								
(F) Closing Inventory								

(A) Opening Inventory from previous period's closing inventory.

(B) From production period (refining or production). Totals from drawback entry or entries recapitulated.

(C) From lowest on hand (inventory or production). Totals from drawback entry or entries recapitulated.

(D) Deliveries for further manufacture—lowest on hand after exports are deducted.

(E) From earliest on hand after items (C) and (D) are deducted.

(F) Balance on hand.

(11) The refiner shall file a combination drawback entry and certificate of manufacture showing the products exported in the quantities as established by notices of exportation and notices of lading. Inasmuch as exported products, as described on notices of exportation and notices of lading, may include quantities of nonpetroleum additives, a recapitulation shall be made showing quantities exported and the quantity of each product (less additives) in terms of the abstract.

(12) The total amount of drawback allowable, subject to limitations herein-after specified, shall be computed by multiplying the quantity of product exported

by the drawback factor for that product, with due consideration for the "lower-to-higher" principle established in § 22.4 (f) of the regulations of this part.

(13) The amount of drawback determined in accordance with subparagraph (12) of this paragraph shall be limited by the quantity of imported duty-paid material of the same kind and quality as that used in the manufacture of the exported products in a quantity sufficient to produce such products, with due regard to the products producible concurrently with the exported products and shall not exceed 99 per centum of the duty paid on the imported merchandise against which drawback is claimed.

## ABSTRACT OF MANUFACTURING INCOME

(name of company) \_\_\_\_\_ (location of refinery)

Period from \_\_\_\_\_ to \_\_\_\_\_

Material Used (in Bbls. @ 56")

	CLASS				EXEMPTIONS*
	Class I	Class II	Class III	Class IV	
1) Opening Inventory					
2) Material Introduced					
3) Rate of Duty					
4) Duty					
5) Duty Ratio					
6) Material Balance					
7) Closing Inventory					
8) Total Consumption					

Additional columns will be shown for each additional type and class.

Items (1) and (7) do not enter into computation.

Item (3) duty rate as if the material had been imported.

Item (4) duty per class (item 3 X item 5)

Item (5) percentage duty per class (duty ÷ total duty)

Item (6) percentage material per class (material per class ÷ total material introduced)

Period from \_\_\_\_\_ to \_\_\_\_\_

	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)
EXPORT	Quantity in Bbls.	Value per Bbl.	Value of Product	Relative Value	Allowance for Product	Drawback Factor per Bbl.	Crude Factor	
Aviation Gasoline								
Motor Gasoline								
Liquid Pet. Oils								
Solvents								
Gasoline Fuel								
Jet Fuel								
Barrels								
Fuel Oil								
Barrels								
Refinery Sulphide								
Ball Gas								
Loss (or Gain)								
Total				100.00%				

Item (16) Products shall be shown on the abstract in the net quantities realized in the refining process and shall not include non-petroleum additives.

Item (13) Obtained by dividing the value of each product by the total value of the production; the quotient to be expressed as a decimal.

Item (14) Obtained by dividing item (13) by the total duty attributable to the materials used in the production; the quotient to be expressed as a decimal.

Item (15) Obtained by dividing item (14) by item (12). In practical application, this factor may be obtained by dividing the total duty attributable to the material used by the total value of the production and multiplying the quotient (duty allowable per Bbl-product) by the value per Bbl. (item 11).

Item (16) Quantity of crude (sum of all classes and derivatives) allowable per Bbl. of product.

## RECAPITULATION OF DRAWBACK ENTRY

Period from \_\_\_\_\_ to \_\_\_\_\_

(17) Product	(18) Quantity in Bbls. Exported	(19) Quantity in Bbls. (as per abstract)	(20) Drawback Factor per Bbl.	(21) Gross Draw- back Allowance
Aviation Gasoline				
Motor Gasoline				
Liquid Pet. Gas				
Solvents				
Heating Fuel				
Diesels				
Fuel Oil				
Lubricants				
Hydrogen Sulphide				
Total				

Item 17 should list only products exported.

Item 18 should be in condition as shown on the notices of exportation and notices of landing.

Item 19 should be in condition as shown on the abstract (i.e., less additives, if any).

Item 20 is the lowest drawback factor (inventory or production) shown on the Inventory Control Sheet.

Item 21 is the result of multiplying item 19 by item 20.

(14) The total gross drawback allowance (item 21) shall be distributed to the respective types and classes of materials used by multiplying the same by the duty ratio (item 5) applicable to each type and class of material used. The amounts so determined, when divided by the rates of duty (item 3), will indicate the quantities of material of each type and class required to be specified by the refiner in order to obtain the maximum allowance of drawback, subject to the further requirements set forth hereafter.

(15) The exportation of a given quantity of a product affords a proper basis for the allowance of drawback only to the extent that the product could have been produced in that quantity (together with the quantities of related products concurrently producible) from the imported duty-paid material. The test is whether the conversion is practicably possible by ordinary manufacturing techniques, not laboratory techniques.

and is not whether the conversion was actually made.

(16) Industry standards of potential production on a practical operating basis shall be submitted by the industry for each type and class of raw material. Upon verification and adoption by the Bureau, the standards may be used to establish that the exported products in the quantity exported could have been produced from the quantity of imported duty-paid materials specified by the refiner as the basis for the allowance of drawback on the exported products.

(17) In calculating the quantity of exported product attributable to each type and class of material covered by a drawback claim, the material ratio for the current abstract period shall be used, notwithstanding the fact that a portion of the exported product may have been allotted to a prior period due to the application of the "lower-to-higher" principle of § 22.4(f) of the regulations of this part.

## INDUSTRY STANDARD OF POTENTIAL PRODUCTION ON A PRACTICAL OPERATING BASIS

Specimen for Illustration Only

Product	Class I crude		Class II crude		Class III crude	
	Major product	Other products	Major product	Other products	Major product	Other products
	Percent	Percent	Percent	Percent	Percent	Percent
Aviation gasoline	40	60	60	40	65	35
Motor gasoline	70	30	85	15	90	10
Diesels	75	25	80	20	85	15
Fuel oil	90	10	85	15	75	25

In no instance may the potential production (major product plus other products) exceed 100 percent. The production of major product is limited to the maximum indicated in the standard, but may be less than the indicated maximum with a resulting increase in the production of related products (other products).

(18) While the drawback factors for the products exported will be established on the basis of the volume and values covering the actual production during the refining period of the given refiner, as shown on the abstract filed by that refiner, it is not necessary that the refiner export products in the same percentages as they appear on the abstract, nor need he export products in the exact percentages shown on the standard of potential production identified on his drawback entry. He may limit his exportations to one product and disregard the related products provided that, (i) the drawback allowance shall not exceed 99 per centum of the duty paid, as calculated heretofore, and (ii) sufficient duty-paid materials (of the required kind and quality) to produce the exported product (together with the quantities of the related products concurrently producible) are available to constitute a proper basis for the allowance of drawback on the exported products.

(19) The quantity of exported product attributable to each type and class of material used shall be determined by multiplying the quantity exported by the material ratio (item 6). Since production will not exceed the quantity used, the amount of material allowable for each type and class of material used will be equal to or greater than the amount of product attributable to the type and class.

(20) Whether the exported product or products could have been produced on a practical operating basis from the quantity of duty-paid petroleum specified in the drawback entry as the basis for the allowance of drawback on the exported product or products may be established by reference to an Industry Standard or Standards of Potential Production for each type and class of material identified by the claimant in his drawback entry. After computing the quantity of exported product attributable to each type and class of material used by applying the material ratio (item 6), divide each result obtained by the respective material allowable for the type and class. If the quotients obtained are below the identified standard for each exported product in the respective type and class, it may be established that the product could be obtained by ordinary manufacturing techniques from the types and classes of materials specified as the basis for the allowance of drawback.

(21) There follows a demonstrative example, with explanatory notes, showing the practical application of the foregoing provisions.



# FEDERAL AVIATION AGENCY

[ 14 CFR Part 71 ]

[Airspace Docket No. 62-WA-29]

## FEDERAL AIRWAYS AND ASSOCIATED CONTROL AREAS

### Withdrawal of Proposed Designation and Alteration

On April 27, 1962, Federal Register Document 62-4101 was published in the FEDERAL REGISTER (27 F.R. 4033) stating that the Federal Aviation Agency was considering amendments to Parts 600 and 601 (now combined as Part 71) of the Federal Aviation Regulations that would extend VOR Federal airway No. 440 and its associated control areas from the Biorka Island, Alaska VORTAC direct to a VOR that was to be installed in the vicinity of Sandspit, B.C., Canada, on approximately October 11, 1962, and that would also designate the U.S. portion of VOR Federal airway No. 317 and its associated control areas from the Sandspit VOR direct to the Annette Island, Alaska radio range station.

Subsequent to the publication of this notice, additional planning was conducted as part of a program to facilitate the designation of a VOR airway system on the west coast of Canada and in the southern Alaska coastal area. Accordingly, the proposals published in this notice have been updated and will be the subject of a different airspace action.

In consideration of the foregoing, notice is hereby given that the proposals contained in Airspace Docket No. 62-WA-29, published in the FEDERAL REGISTER on April 27, 1962, as Federal Register Document 62-4101, are withdrawn.

This notice of withdrawal of a notice of proposed rule making is made under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Washington, D.C., on June 9, 1965.

DANIEL E. BARROW,  
Chief, Airspace Regulations  
and Procedures Division.

[F.R. Doc. 65-6229; Filed, June 15, 1965; 8:46 a.m.]

[ 14 CFR Part 71 ]

[Airspace Docket No. 65-SW-15]

## FEDERAL AIRWAY

### Proposed Extension

The Federal Aviation Agency is considering an amendment to Part 71 of the Federal Aviation Regulations that would extend VOR Federal airway No. 9 from New Orleans, La., to Grand Isle, La.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Southwest Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, Post Office Box 1689, Fort Worth, Tex., 76101. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. The proposal contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. An informal docket also will be available for examination at the office of the Regional Air Traffic Division Chief.

V-9 presently originates at the New Orleans VORTAC and continues north. The Federal Aviation Agency proposes to extend V-9 south from New Orleans to the Grand Isle VOR, via the intersection of the New Orleans VORTAC 181° (175° M) and the Grand Isle VOR 333° (327° M) True radials. This airway segment is proposed to provide continuity with coastal airway operations.

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

Issued in Washington, D.C., on June 9, 1965.

DANIEL E. BARROW,  
Chief, Airspace Regulations  
and Procedures Division.

[F.R. Doc. 65-6230; Filed, June 15, 1965; 8:46 a.m.]

[ 14 CFR Part 75 ]

[Airspace Docket No. 65-SW-14]

## JET ROUTE

### Proposed Realignment

The Federal Aviation Agency is considering an amendment to Part 75 of the Federal Aviation Regulations that would realign Jet Route No. 86, in part, from Austin, Tex., via the intersection of the Austin 113° and Houston, Tex. 286° True radials to Houston.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Southwest Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, Post Office Box 1689, Fort Worth, Tex., 76101. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. The proposal contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. An informal docket also will be available for examination at the office of the Regional Air Traffic Division Chief.

J-86 presently is aligned, in part, from the Austin VORTAC to the Houston VORTAC. The Federal Aviation Agency plans to commission a new VORTAC in the vicinity of Industry, Tex. in October 1965. The proposed realignment of J-86 would permit it to overlie the planned VORTAC at Industry and the low altitude airways supported thereby. This would facilitate transition between the jet route and Victor airways in this area.

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

Issued in Washington, D.C., on June 9, 1965.

DANIEL E. BARROW,  
Chief, Airspace Regulations  
and Procedures Division.

[F.R. Doc. 65-6231; Filed, June 15, 1965; 8:46 a.m.]

# Notices

## DEPARTMENT OF COMMERCE

### Maritime Administration

[Report No. 57]

### LIST OF FREE WORLD AND POLISH FLAG VESSELS ARRIVING IN CUBA SINCE JANUARY 1, 1963

SECTION 1. The Maritime Administration is making available to the appropriate Departments the following list of vessels which have arrived in Cuba since January 1, 1963, based on information received through June 4, 1965, exclusive of those vessels that called at Cuba on United States Government-approved noncommercial voyages and those listed in section 2. Pursuant to established United States Government policy, the listed vessels are ineligible to carry United States Government-financed cargoes from the United States.

#### FLAG OF REGISTRY AND NAME OF SHIP

	Gross tonnage
Total, all flags (237 ships) -	1,661,516
British (76 ships) -	567,120

**Agate (trips to Cuba under ex-name Dairen—British flag).	
**Amalia (now Maltese flag).	
**Amazon River (now River—sold to Dutch breakers).	7,234
Antarctica	8,785
Arctic Ocean	8,791
Ardenode	7,036
Argem	6,981
Ardmore	4,664
Ardpatrick	7,054
Ardrowan	7,300
Ardslrod	7,025
Ardara	5,795
**Arlington Court (now Southgate—British flag).	
Athelcrown (Tanker)	11,149
Athelduke (Tanker)	9,089
Athelmere (Tanker)	7,524
Athelmonarch (Tanker)	11,182
Athelsultan (Tanker)	9,149
Aviafaith	7,868
Baxtergate	8,813
Cheung Chau	8,566
**Chipbee (Sold for scrap)	7,271
**Cosmo Trader (trips to Cuba under ex-name, Ivy Fair—British flag).	
**Dairen (now Agate—British flag)	4,939
East Breeze	8,708
Eastfortune	8,789
Eirini	7,402
Formentor	8,424
Free Enterprise	6,807
Free Merchant	5,237
**Garthdale (now Jeb Lee—British flag)	7,542
Grosvenor Mariner	7,026
Hazelmoor	7,907
Helka	2,111
Hemisphere	8,718
Ho Fung	7,121
Inchstaffa	5,255
**Ivy Fair (now Cosmo Trader—British flag—broken up)	7,201

\*\*Ships appearing on the list that have been scrapped or have had changes in name and/or flag of registry.

#### FLAG OF REGISTRY, NAME OF SHIP—Continued

	Gross tonnage
British—Continued	
**Jeb Lee (trip to Cuba under ex-name, Garthdale—British flag).	
Kinross	5,388
La Hortensia	9,486
Linkmoor	8,236
Magister	2,339
Maratha Enterprise	7,166
Nancy Dee	6,597
Nebula	8,924
**Newdene (now Free Navigator—Haitian flag)	7,181
Newforest	7,185
Newgate	6,743
Newglade	7,368
Newgrove	7,172
Newheath	5,891
Newhill	7,855
Newlane	7,043
Newmeadow	5,654
Newmoat	7,151
Ocean tramp	6,185
Oceantravel	10,477
Peony	9,037
Redbrook	7,388
Ruthy Ann	7,361
**St. Antonio (now Maltese flag).	
Sandsend	7,236
Santa Granda	7,229
Sea Ambeg	10,421
Sea Coral	10,421
Sea Empress	10,074
Shienfoon	7,127
**Shun Fung (wrecked)	7,148
Soclyve	7,291
**Southgate (previous trips to Cuba under ex-name, Arlington Court—British flag)	9,062
Stanwear	8,108
Suva Breeze	4,070
Swift River	7,251
Thames Breeze	7,878
**Timios Stavros (now Maltese flag—Previous trips to Cuba under Greek flag).	
Venice	8,611
Vercharman	7,265
Vermont	7,381
West Breeze	8,718
Yungfutory	5,388
Yunglutaton	5,414
Zela M.	7,237
Lebanese (60 ships) -	401,901
Agia Sophia	3,106
Aiolos II	7,256
Ais Giannis	6,997
Akamas	7,285
Al Amin	7,186
Alaska	6,989
Anthas	7,044
Antonis	6,259
Ares	4,557
Areti	7,176
Aristefs	6,995
Astir	5,324
Athamas	4,729
**Carnation (Sold Spanish breakers)	4,884
**Christos (trip to Cuba under ex-name, Pamit—Greek flag).	
Claire	5,411
Cris	6,032
Dimos	7,187
**E. Myrtidiotissa (trips to Cuba under ex-name, Kalliopti D. Lemos—Lebanese flag).	
Free Trader	7,067
Giannis	5,270
Giorgos Tsakiroglou	7,240
Granikos	7,282
Ilena	5,925

#### FLAG OF REGISTRY, NAME OF SHIP—Continued

	Gross tonnage
Lebanese—Continued	
Ioannis Asplotis	7,297
**Kalliopti D. Lemos (now E. Myrtidiotissa—Lebanese flag)	5,103
Katerina	9,357
Leftric	7,176
Malou	7,145
Mantric	7,255
Maria Despina	7,254
Maria Renee	7,203
Marichristina	7,134
Marymark	4,383
Mersinidi	6,782
Mimosa	7,314
Mousse	6,984
Nictric	7,296
Noelle	7,251
Noemi	7,070
Oiga	7,139
Panagos	7,133
Parmarina	6,721
**Razani (broken up)	7,233
Reneka	7,250
Rio	7,194
St. Anthony	5,349
St. Nicolas	7,165
San George	7,267
San John	5,172
San Spyridon	7,260
Steve	7,088
Taxiarhis	7,349
Tertric	7,045
Theodoros Lemos	7,198
Theologos	7,248
Toula	4,561
Troyan	7,243
Vassiliki	7,192
Vastric	6,453
Vergolivada	6,839
Yanxilas	10,051
Greek (36 ships) -	259,480
Agios Therapon	5,617
Akastos	7,331
Alice	7,189
**Ambassade (sold Hong Kong shipbreakers)	8,600
Americana	7,104
Anacreon	7,359
**Anatoli (now Sunrise—Cypriot flag)	7,187
**Andromachi (previous trips to Cuba under ex-name, Penelope—Greek flag)	6,712
Antonia	5,171
Apollon	9,744
Athanassios E.	7,216
Barbarino	7,084
Calliopti Michalos	7,249
**Capetan Petros (now Kyramartha—Greek flag)	7,291
**Embassy (broken up)	8,418
Flora M.	7,244
**Gloria (now Helen—Greek flag)	7,128
**Helen (trip to Cuba under ex-name, Gloria—Greek flag).	7,382
Irena	7,275
Istros II	5,032
Kapetan Kostis	6,888
Kyra Hariklia	
Kyramartha (previous trips to Cuba under ex-name, Capetan Petros—Greek flag).	7,245
Maria Theresa	7,147
Marigo	7,369
Maroudio	7,282
Mastro-Stellos II	
**Nicolao F. (previous trip to Cuba under ex-name, Nicolao Frangistas—Greek flag).	
**Nicolao Frangistas (now Nicolao F.—Greek flag)	7,199

## FLAG OF REGISTRY, NAME OF SHIP—Continued

	Gross tonnage
<b>Greek—Continued</b>	
**Pamit (now Christos—Lebanese flag)	3,929
Pantanasia	7,131
Paxol	7,144
**Penelope (now Andromachi—Greek flag)	
**Plate Trader (trip to Cuba under ex-name, Stylianos N. Vlassopoulos—Greek flag)	
**Presvia (broken up)	10,820
Redestos	5,911
**Seiros (broken up)	7,239
Sophia	7,030
**Stylianios N. Vlassopoulos (now Plate Trader—Greek flag)	7,303
**Timios Stavros (formerly British flag—now Maltese flag)	
Tina	7,362
Western Trader	9,268
<b>Polish (16 ships)</b>	<b>112,779</b>
Baltyk	6,963
Bialystok	7,173
Bytom	5,967
Chopin	6,987
Chorzow	7,237
Huta Florian	7,258
Huta Labedy	7,221
Huta Ostrowiec	7,175
Huta Zgoda	6,840
Kopalnia Bobrek	7,221
Kopalnia Czeladz	7,252
Kopalnia Miechowice	7,223
Kopalnia Siemianowice	7,165
Kopalnia Wujek	7,033
Piast	3,184
Transportowiec	10,880
<b>Italian (13 ships)</b>	<b>104,492</b>
Achille	6,950
Agostino Bertani	8,380
Andrea Costa (Tanker)	10,440
Aspromonte	7,154
Giuseppe Giuletta (Tanker)	17,519
Mariassunta	2,479
Montiron	1,595
Nazareno	7,173
Nino Bixio	8,427
San Francesco	9,284
San Nicola (Tanker)	12,461
Santa Lucia	9,278
**Somalia (now Chen Chang—Nationalist Chinese flag)	3,352
<b>Yugoslav (8 ships)</b>	<b>57,143</b>
Bar	7,233
Cavtat	7,266
Cetinje	7,200
Dugi Otok	6,997
Kolasin	7,217
Mojkovac	7,125
Promina	6,960
**Trebanjica (wrecked)	7,145
<b>French (7 ships)</b>	<b>26,817</b>
*Arasnoe (Tanker)	10,426
Circe	2,874
Enee	1,232
Foulaya	3,739
Mungo	4,820
Nelee	2,874
Neve	852
<b>Moroccan (5 ships)</b>	<b>35,828</b>
Atlas	10,392
Banora	3,082
Marrakech	3,214
Mauritanie	10,892
Toubkal	8,748

## FLAG OF REGISTRY, NAME OF SHIP—Continued

	Gross tonnage
<b>Finnish (4 ships)</b>	<b>32,861</b>
Augusta Paulin	7,096
**Hermia (trip to Cuba under ex-name Amfred—Swedish flag)	
Margrethe Paulin	7,251
Ragni Paulin	6,823
Valny (Tanker)	11,691
<b>Maltese (4 ships)</b>	<b>26,497</b>
**Amalla (previous trips to Cuba under British flag)	7,304
Ispahan	7,186
**St. Antonio (previous trip to Cuba under British flag)	6,704
**Timios Stavros (previous trips to Cuba under British flag and Greek flag)	5,333
<b>Cypriot (2 ships)</b>	<b>14,417</b>
Adelphos Petrakis	7,170
Artemida	7,247
**Sunrise (trip to Cuba under ex-name Anatoli—Greek flag)	
<b>Netherlands (2 ships)</b>	<b>999</b>
Meike	500
Tempo	499
<b>Norwegian (2 ships)</b>	<b>11,894</b>
Ole Bratt	7,144
**Tine (now Jezreel—Panamanian flag—wrecked)	4,750
<b>Swedish (2 ships)</b>	<b>9,318</b>
**Amfred (now Hermia—Finnish flag)	2,828
Dagmar	6,490
<b>Haitian:</b>	
**Free Navigator (trips to Cuba under ex-name Newdene—British flag)	
<b>Nationalist Chinese:</b>	
**Chen Chang (trip to Cuba under ex-name, Somalia—Italian flag)	
<b>Panamanian:</b>	
**Jezreel (trip to Cuba under ex-name, Tine—Norwegian flag—wrecked)	

SEC. 2. In accordance with approved procedures, the vessels listed below which called at Cuba after January 1, 1963, have reacquired eligibility to carry United States Government-financed cargoes from the United States by virtue of the persons who control the vessels having given satisfactory certification and assurance:

(a) That such vessels will not, thenceforth, be employed in the Cuba trade so long as it remains the policy of the United States Government to discourage such trade; and

(b) That no other vessels under their control will thenceforth be employed in the Cuba trade, except as provided in paragraph (c); and

(c) That vessels under their control which are covered by contractual obligations, including charters, entered into prior to December 16, 1963, requiring their employment in the Cuba trade shall be withdrawn from such trade at the earliest opportunity consistent with such contractual obligations.

## FLAG OF REGISTRY AND NAME OF SHIP

a. Since last report:	Gross tonnage
British (1 ship):	
Kirriemoor (now Jhelum—Pakistani flag)	5,923
b. Previous reports:	Number of ships
Flag of registry (total)	82
British	34
Danish	1
Finnish	1
French	1
German (West)	1
Greek	24
Israeli	1
Italian	5
Japanese	1
Kuwaiti	1
Lebanese	1
Norwegian	4
Spanish	6
Swedish	1

SEC. 3. The ships listed in sections 1 and 2 have made the following number of trips to Cuba since January 1, 1963, based on information received through June 4, 1965.

Flag of registry	Number of trips										Total
	1963	1964				1965					
		Jan.-Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	
British	133	149	14	8	9	9	7	14	10	8	361
Lebanese	64	79	3	4	5	8	2	4	6	1	176
Greek	99	25	1	1		2		1	2	4	135
Italian	16	15		3	2	3	2	3	2		46
Spanish	8	14	2	1							25
Norwegian	14	8	1	1							24
Moroccan	9	11	2								22
Yugoslav	12	9			2			4			27
French	8	5	1	1	2					1	18
Swedish	3	2			1						6
Finnish	1	3	1						1	1	7
Netherlands		1	1		2						5
Maltese					2	1			1		4
Israeli						1	1				2
Kuwaiti		2								1	3
Cypriot		1							1		2
Danish	1										1
Germany (West)	1										1
Japanese	1										1
Sub total	370	394	26	19	25	24	12	26	23	17	866
Polish	18	12	1	1	2	2	1	1	1	1	40
Grand total	388	396	27	20	27	26	13	27	24	18	906

NOTE: Trip totals in this section exceed ship totals in secs. 1 and 2 because some of the ships made more than one trip to Cuba. Monthly totals subject to revision as additional data become available.

\*Added to Report No. 56, appearing in the FEDERAL REGISTER issue of May 26, 1965.

\*\*Ships appearing on the list that have been scrapped or have had changes in name and/or flag of registry.

Dated: June 9, 1965.

By order of the Deputy Maritime Administrator.

JOHN M. O'CONNELL,  
Assistant Secretary.

[F.R. Doc. 65-6292; Filed, June 15, 1965;  
8:49 a.m.]

## POST OFFICE DEPARTMENT MAILERS TECHNICAL ADVISORY COMMITTEE

### Formation and Appointment of Members

The following is the text of Headquarters Circular Number 65-13, signed by the Postmaster General on May 27, 1965:

I. *Authority.* Pursuant to the provisions of Executive Order 11007, dated February 26, 1962, entitled "Prescribing Regulations For The Formation And Use Of The Advisory Committees," there is hereby formed the "Mailers Technical Advisory Committee."

II. *Purpose.* This committee will make available to the Post Office Department information and advice based upon technical operating experience in the use of various mail services which will be of assistance in determining actions needed to improve service in postal operating efficiency.

III. *Chairmanship.* The Assistant Postmaster General, Bureau of Operations, is hereby appointed as the permanent Chairman of this committee.

IV. *Meeting of the Committee.* No meeting of this committee shall be held except at the call of, or with the advance approval of the permanent chairman, and with an agenda formulated or approved by him. All meetings shall be conducted by the permanent chairman, or his designee, who shall have the authority and be required to adjourn any meeting whenever he considers adjournment to be in the public interest. Minutes of all proceedings shall be kept, which shall, as a minimum, contain a record of persons present, a description of matters discussed and conclusions reached, and copies of all reports received, issued, or approved by the committee. The accuracy of all minutes shall be certified by the permanent chairman or his designee present during the proceedings recorded. The regulations prescribed by Executive Order 11007 are applicable to all meetings of this committee.

V. *Appointments to Committee.* The following are hereby appointed as members of the Mailers Technical Advisory Committee to serve at the pleasure of the Postmaster General for a term not to exceed 2 years:

James Milholland, Jr., Agricultural Publishers Association.

Angelo R. Venezian, American Business Press, Inc.

Harold W. Anderson, American Newspaper Publishers.

Howard W. Russell, Associated Third-Class Mail Users.

Randall P. McIntyre, Direct Mail Advertising Association.

Herbert J. Darby, Envelope Manufacturers Association.

Edward Fitzgerald, American Book Publishers Council, Inc., and American Textbook Publishers Institute.

Joseph A. Cook, Chamber of Commerce of U.S.A.

Erwin H. Tuthill, Parcel Post Association.

Joseph M. Arnstein, Magazine Publishers Association, Inc.

Jack R. Cole, Mail Advertising Services Association.

Louis E. Rudin, Mail Order Association of America.

Dick Westerfield, National Editorial Association.

F. Willard Powers, Printing Industries of America, Inc.

William Holub, Religious Press.

Elnor-Jo Beall, The Greeting Card Association.

John L. McFadden, National Industrial Traffic League.

Frederick A. Lavey, Paid Circulation Council.

Walter L. Hiersteiner, Envelope Manufacturers Association (may participate as alternate of Herbert J. Darby).

Vern Anderson, Agricultural Publishers Association (may participate as alternate of James Milholland, Jr.).

Richard Taggart, Mail Advertising Services Association (may participate as alternate of Jack R. Cole).

Phillip Thompson, National Editorial Association (may participate as alternate of Dick Westerfield).

(R.S. 161, as amended; sec. 15; 60 Stat. 810, as amended; 5 U.S.C. 22, 55a, 39 U.S.C. 501)

LOUIS J. DOYLE,  
General Counsel.

[F.R. Doc. 65-6262; Filed, June 15, 1965;  
8:48 a.m.]

## DEPARTMENT OF THE INTERIOR

### Bureau of Land Management

[Wyoming 0317438]

### WYOMING

### Notice of Proposed Withdrawal and Reservation of Lands

JUNE 8, 1965.

The Corps of Engineers, U.S. Army Engineer District, Omaha, has filed an application, serial number Wyoming 0317438, in behalf of the Department of the Air Force, for the withdrawal of the lands described below, from all forms of appropriation under the public land laws, including the mining laws and the mineral leasing laws, subject to valid existing rights.

The applicant desires the lands for expansion of the Air Force weather research station near Boulder, Wyo.

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, 2120 Capitol Avenue, Cheyenne, Wyo., 82001.

The Department's regulations 43 CFR 2311.1-3(c) provide that the authorized officer of the Bureau of Land Management will undertake such investigations as are necessary to determine the exist-

ing 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.

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

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

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

The lands involved in the application are:

#### SIXTH PRINCIPAL MERIDIAN, WYOMING

That portion of the S $\frac{1}{2}$ NE $\frac{1}{4}$ , the S $\frac{1}{2}$ N $\frac{1}{2}$ NE $\frac{1}{4}$ , and the W $\frac{1}{2}$ E $\frac{1}{2}$ SE $\frac{1}{4}$  of Sec. 3, T. 32 N., R. 107 W., of the Sixth Principal Meridian, Sublette County, Wyo., being a continuous strip of land, 20.00 feet in width, extending from the S line of said S $\frac{1}{2}$ NE $\frac{1}{4}$  to the point of termination, with exterior boundaries lying parallel with, and lying 10.00 feet on each side of a centerline, as measured perpendicularly to said centerline, which is more particularly described as:

Commencing at the NE corner of Sec. 10, T. 32 N., R. 107 W., 6th P.M., thence southerly, along the E line thereof, 61.00 feet;  
Thence N. 88°08'30" W., 726.35 feet;  
Thence S. 39°30'30" W., 190.00 feet to the point of beginning of said centerline;  
Thence N. 4°33'40" W., to said S line of the S $\frac{1}{2}$ NE $\frac{1}{4}$  and the true point of beginning of said strip of land;  
Thence continuing N. 4°33'40" W., to a point which is 4,255.05 feet from the point of beginning of said centerline;  
To the point of termination, containing 1.83 acres, more or less;

Also a tract of land, situated in said S $\frac{1}{2}$ N $\frac{1}{2}$ NE $\frac{1}{4}$  of Sec. 3, more particularly described as commencing at the NE corner of said Sec. 10, T. 32 N., R. 107 W., 6th P.M.; Thence southerly along the E. line thereof 61.00 feet;  
Thence N. 88°08'30" W., 726.35 feet;  
Thence S. 39°30'30" W., 190.00 feet;  
Thence N. 4°33'40" W., 4,220.05 feet;  
Thence S. 85°26'20" W., 4.00 feet to the point of beginning of said tract;  
Thence continuing 85°26'20" W., 50.00 feet;  
Thence N. 4°33'40" W., 50.00 feet;  
Thence N. 4°33'40" W., 50.00 feet;  
Thence S. 4°33'40" E., 50.00 feet to the point of beginning, containing 0.06 acre, more or less.

All that portion of Lot 1 and Lot 2 of Sec. 2, T. 32 N., R. 107 W., of the Sixth Principal Meridian, Sublette County, Wyo., being a continuous strip of land 20.00 feet in width, extending from the point of beginning to a line bearing N. 12°36'00" E., through the point of termination, with exterior boundaries lying parallel with, and extending 10.00 feet on each side of a centerline, as measured perpendicularly to said centerline, which is more particularly described as follows:

Commencing at a point 27.00 feet N. and 3.00 feet E. of the SW. corner of Lot 7 of said Sec. 2:

Thence N. 2°30'30" W., 2,557.00 feet;  
Thence N. 13°25'00" E., 1,453.60 feet;  
Thence N. 24°39'00" W., 483.53 feet;  
Thence N. 5°35'00" E., 181.79 feet, to the point of beginning of said centerline;  
Thence N. 67°34'00" W., 1,156.61 feet to the point of termination, containing 0.53 acre, more or less.

Also a tract of land, situated in said Lot 2 of Sec. 2, T. 32 N., R. 107 W., 6th P.M., more particularly described as:

Commencing at a point 27.00 feet N. and 3.00 feet E. of the SW. corner of Lot 7 of said Sec. 2:

Thence N. 2°30'30" W., 2,557.00 feet;  
Thence N. 13°25'00" E., 1,453.60 feet;  
Thence N. 24°39'00" W., 483.53 feet;  
Thence N. 5°35'00" E., 181.79 feet;  
Thence N. 67°34'00" W., 1,156.61 feet to the point of beginning of said tract;  
Thence S. 12°26'00" W., 20.59 feet;  
Thence N. 77°34'00" W., 50.00 feet;  
Thence N. 12°26'00" E., 50.00 feet;  
Thence S. 77°34'00" E., 50.00 feet;  
Thence S. 12°26'00" W., to the point of beginning, containing 0.06 acre, more or less.

All that portion of the NE¼NW¼SE¼ of Sec. 1, T. 32 N., R. 107 W., of the Sixth Principal Meridian, Sublette County, Wyo., being a continuous strip of land, 20.00 feet in width, with exterior boundaries lying parallel with and extending 10.00 feet on each side of a centerline, as measured perpendicularly to said centerline, which is more particularly described as:

Commencing at a point 27.00 feet N. of and 3.00 feet E. of the SW. corner of Lot 7 of Sec. 2, T. 32 N., R. 107 W.:

Thence N. 2°30'30" W., 2,557.00 feet;  
Thence N. 13°25'00" E., for a distance of 1,453.60 feet;  
Thence N. 24°39'00" W., 483.53 feet;  
Thence N. 5°35'00" E., 181.79 feet;  
Thence N. 31°28'00" E., 721.41 feet;  
Thence N. 87°33'00" E., 219.07 feet;  
Thence N. 89°00'45" E., 458.87 feet;  
Thence N. 88°37'37" E., 349.83 feet;  
Thence N. 89°27'37" E., 398.25 feet;  
Thence N. 89°04'59" E., 734.53 feet;  
Thence S. 70°10'01" E., 774.27 feet;  
Thence S. 34°50'01" E. to the W. line of said W¼E¼;  
Thence continuing S. 34°50'01" E., 776.00 feet;  
Thence S. 12°40'53" E., 700.03 feet;  
Thence S. 34°20'46" E., 511.69 feet to the point of beginning of said centerline;  
Thence S. 14°57'16" E., 149.00 feet to the point of termination and containing 0.07 acres, more or less.

Also a tract of land situated in said NE¼NW¼SE¼ of Sec. 1, T. 32 N., R. 107 W., 6th P.M., more particularly described as:

Commencing at a point lying 27.00 feet N. and 3.00 feet E. of the SW. corner of Lot 7 of Sec. 2, T. 32 N., R. 107 W.:

Thence N. 2°30'30" W., 2,557.00 feet;  
Thence N. 13°25'00" E., 1,453.60 feet;  
Thence N. 24°39'00" W., 483.53 feet;  
Thence N. 5°35'00" E., 181.79 feet;  
Thence N. 31°28'00" E., 721.41 feet;  
Thence N. 87°33'00" E., 219.07 feet;  
Thence N. 89°00'45" E., 458.87 feet;  
Thence N. 88°37'37" E., 349.83 feet;  
Thence N. 89°27'37" E., 398.25 feet;  
Thence N. 89°04'59" E., 734.53 feet;  
Thence S. 70°10'01" E., 774.27 feet;  
Thence S. 34°50'01" E. to the W. line of the W¼E¼ of said Sec. 1;  
Thence continuing S. 34°50'01" E., 776.00 feet;  
Thence S. 12°40'53" E., 700.03 feet;  
Thence S. 34°20'46" E., 511.69 feet;  
Thence S. 14°57'16" E., 149.00 feet to the point of beginning;

Thence N. 75°02'44" E., 37.50 feet;  
Thence S. 14°57'16" E., 50.00 feet;  
Thence S. 75°02'44" W., 50.00 feet;  
Thence N. 14°57'16" W., 50.00 feet;  
Thence N. 75°02'44" E., 12.50 feet to the point of beginning, and containing 0.06 acre more or less.

All that portion of the SW¼SW¼ of Sec. 2, T. 32 N., R. 107 W., of the Sixth Principal Meridian, Sublette County, Wyo., being a continuous strip of land 20.00 feet in width, extending from the S line of said SW¼SW¼ of Sec. 2 to a line bearing S. 67°38'30" W., through the point of termination, with the exterior boundaries lying parallel with and 10.00 feet on each side of a centerline, as measured perpendicularly to said centerline, which is more particularly described as:

Commencing at the NW corner of Sec. 11, T. 32 N., R. 107 W., 6th P.M.;

Thence southerly, along the W line of said Sec. 11, 61.00 feet;  
Thence S. 88°08'30" E., 884.60 feet;  
Thence N. 68°51'10" E., 130.00 feet to the point of beginning of said centerline;  
Thence N. 2°38'30" E. to said S line of the SW¼SW¼, said point being the true point of beginning of said strip of land;  
Thence continuing N. 2°38'30" E. to a point 618.15 feet from the point of beginning of said centerline;

And the point of termination containing 0.26 acre, more or less.

Also a tract of land situated in said SW¼SW¼ of Sec. 2, T. 32 N., R. 107 W., 6th P.M., more particularly described as:

Commencing at the NW corner of said Sec. 11, T. 32 N., R. 107 W., 6th P.M.;

Thence southerly, along the W line of said Sec. 11, 61.00 feet;  
Thence S. 88°08'30" E., 884.60 feet;  
Thence N. 68°51'10" E., 130.00 feet;  
Thence N. 2°38'30" E., 618.15 feet to the point of beginning;  
Thence S. 67°38'30" W., 29.50 feet;  
Thence N. 22°21'30" W., 50.00 feet;  
Thence N. 67°38'30" E., 50.00 feet;  
Thence S. 22°21'30" E., 50.00 feet;  
Thence S. 67°38'30" W., 20.50 feet to the point of beginning and containing 0.06 acre, more or less.

The tracts as described aggregate 2.93 acres, more or less.

ED PIERSON,  
State Director.

[P.R. Doc. 65-6254; Filed, June 15, 1965; 8:47 a.m.]

# Fish and Wildlife Service

[Docket No. Sub-B-33]

## JOSEPH & LUCIA, INC.

### Notice of Hearing

Joseph & Lucia, Inc., Gloucester, Mass., has applied for a fishing vessel construction differential subsidy to aid in the construction of a 99-foot overall steel vessel to engage in the fishery for groundfish, lobster, and whiting.

Notice is hereby given pursuant to the provisions of the U.S. Fishing Fleet Improvement Act (P.L. 88-498) and Notice and Hearing on Subsidies (50 CFR Part 257) that a hearing in the above-entitled proceedings will be held on July 20, 1965, at 10 a.m., d.s.t., in Room 3356, Interior Building, 18th and C Streets, Northwest, Washington, D.C. Any person desiring to intervene must file a petition of intervention with the Director, Bureau of Commercial Fisheries, as prescribed in 50 CFR Part 257 at least 10 days prior to the date set for the hearing. If such

petition of intervention is granted, the place of the hearing may be changed to a field location. Telegraphic notice will be given to the parties in the event of such a change along with the new location.

HAROLD E. CROWTHER,  
Acting Director,  
Bureau of Commercial Fisheries.

JUNE 10, 1965.

[P.R. Doc. 65-6256; Filed, June 15, 1965; 8:47 a.m.]

## National Park Service

[Order No. 1]

### ADMINISTRATIVE ASSISTANT, ANTIETAM NATIONAL BATTLEFIELD SITE, MARYLAND

#### Delegation of Authority Regarding Execution of Purchase Orders for Supplies, Equipment, or Services

1. *Administrative Assistant.* The Administrative Assistant, Antietam National Battlefield Site may issue purchase orders not in excess of \$300 for supplies, equipment, or services in conformity with applicable regulations and statutory authority and subject to availability of allotted funds.

(National Park Service Order 14 (19 P.R. 8824), as amended; 39 Stat. 535, 16 U.S.C., sec. 2; Northeast Region Order 4 (29 P.R. 13405))

Dated: April 28, 1965.

HAROLD I. LESSEM,  
Superintendent,  
Antietam National Battlefield Site.

[P.R. Doc. 65-6235; Filed, June 15, 1965; 8:47 a.m.]

## Office of the Secretary

[Order No. 2882, Amdt. 1]

### CONGRESS OF MICRONESIA, TRUST TERRITORY OF THE PACIFIC ISLANDS

#### Legislative Authority

Whereas, on September 28, 1964, the Secretary of the Interior promulgated Secretarial Order No. 2882 creating the Congress of Micronesia and granting legislative authority thereto; and

Whereas, the said Order No. 2882 in section 3 reserved to the Congress of Micronesia and the High Commissioner the levy of duties on goods imported into the Trust Territory; and

Whereas, section 26 of the said Order No. 2882 temporarily extended until July 1, 1965, District and municipal import and export duties in effect on September 28, 1964;

Whereas, such date of July 1, 1965, will not afford the Congress of Micronesia an opportunity to act prior to the expiration of District or municipal import or export levies; and

Whereas, certain revisions in sections 5, 6, and 7 are also desirable so as to clarify the appropriation and legislative authority of the Congress of Micronesia and the apportionment of members among the several districts of the Trust

Territory and the language relating to the qualifications of members;

Now, therefore, Secretarial Order No. 2882 is amended in the following particulars, the amendments to become effective July 1, 1965:

1. Section 26 of the said Order No. 2882 is hereby amended to read as follows:

Sec. 26. *Temporary extension of export and import duties.* Notwithstanding any other provision of this order, any District or municipal import and export duties in effect upon signature of this order may continue in effect until October 1, 1965, unless sooner reduced or repealed by the District Legislature or municipality concerned: *Provided*, That no such District or municipal import or export duty may be increased above its rate as of the date of signature of this order.

2. Section 5 of the said Order No. 2882 is hereby amended to read as follows:

Sec. 5. *Budget.* Money bills enacted by the Congress of Micronesia shall not provide for the appropriation of funds in excess of such amounts as are available from revenues raised pursuant to the tax laws and other revenue laws of the Trust Territory. Prior to his final submission to the Secretary of the Interior of requests for Federal funds necessary for the support of governmental functions in the Trust Territory, the High Commissioner shall prepare a preliminary budget plan. He shall submit such plan to the Congress of Micronesia in joint session for its review and recommendations with respect to such portions as relate to expenditures of funds proposed to be appropriated by the Congress of the United States. With respect to such portions of the preliminary budget plan, the High Commissioner shall adopt such recommendations of the Congress as he may deem appropriate, but he shall transmit to the Secretary of the Interior all recommendations he has not adopted.

3. The final paragraph of section 6 of the said Order No. 2882 is hereby amended to read as follows:

#### SEC. 6. *Membership.* . . .

Election districts shall be reapportioned every 10 years on the basis of population, but each District (as described in section 39 of the Trust Territory Code), shall be entitled to at least two assemblymen. The first such reapportionment shall be made in 1971.

4. The final paragraph of section 7 of the said Order No. 2882 is hereby amended to read as follows:

#### SEC. 7. *Qualification of Legislators.* . . .

No person who has been expelled from the Congress for giving or receiving a bribe or for being an accessory thereto, and no person who has been convicted of a felony by any court of the Trust Territory or any court with the jurisdiction of a district court of the United States, shall sit in the Congress unless the per-

son so convicted has been pardoned and has had restored to him his civil rights.

JOHN A. CARVER, JR.,  
*Acting Secretary of the Interior.*

JUNE 10, 1965.

[F.R. Doc. 65-6255; Filed, June 15, 1965; 8:47 a.m.]

## ATOMIC ENERGY COMMISSION

[Docket No. 50-13]

### BABCOCK & WILCOX CO.

#### Notice of Proposed Issuance of Facility License Amendment

Please take notice that the Atomic Energy Commission proposes to issue to The Babcock & Wilcox Co. ("the licensee") an amendment to Facility License No. CX-10 substantially in the form set forth below. The license, as previously amended, authorizes the licensee to operate its critical experiment facility situated in Bay No. 2 of its Critical Experiment Laboratory located near Lynchburg, Va.

The proposed amendment would authorize the licensee to conduct certain reactivity control studies using neutron poisons and neutral materials in various forms in the core of the facility, as described in the application for license amendment dated February 22, 1965, and supplements thereto dated March 29, 1965, and May 21, 1965.

The Commission has found that:

(1) The application for amendment complies with the requirements of the Atomic Energy Act of 1954, as amended, and the Commission's regulations set forth in Title 10, Chapter I, CFR;

(2) The issuance of this license amendment will not be inimical to the common defense and security or to the health and safety of the public.

Within fifteen (15) days from the date of publication of this notice in the FEDERAL REGISTER, the applicant may file a request for a hearing, and any person whose interest may be affected by the proposed issuance of this amendment may file a petition for leave to intervene. A request for a hearing and petitions to intervene shall be filed in accordance with the provisions of the Commission's rules of practice, 10 CFR Part 2. If a request for a hearing or a petition for leave to intervene is filed within the time prescribed in this notice, a notice of hearing or an appropriate order will be issued. If no request for a hearing or a petition for leave to intervene is filed within the time prescribed in this notice, the Commission will issue the license amendment fifteen (15) days from the date of publication of this notice in the FEDERAL REGISTER.

For further details with respect to this proposed amendment, see (1) the application for license amendment and supplements thereto, and (2) the related safety evaluation prepared by the Research and Power Reactor Safety Branch of the Division of Reactor Licensing, both of which are available for public inspection at the Commission's Public

Document Room, 1717 H Street NW., Washington, D.C. A copy of the safety evaluation may be obtained at the Commission's Public Document Room or upon request addressed to the Atomic Energy Commission, Washington, D.C., 20545, Attention: Director, Division of Reactor Licensing.

Dated at Bethesda, Md., this 11th day of June 1965.

For the Atomic Energy Commission,

ROGER S. BOYD,  
*Chief, Research and Power Reactor Safety Branch, Division of Reactor Licensing.*

PROPOSED FACILITY LICENSE AMENDMENT

[License CX-10; Amdt. 6]

1. License No. CX-10 issued to The Babcock & Wilcox Co. ("the licensee") is hereby amended as follows:

In addition to the activities previously authorized by the Commission under License No. CX-10, as amended, the licensee is authorized to conduct certain experiments using neutron poisons and neutral materials in various forms in the core of its critical experiment facility situated in Bay No. 2 of its Critical Experiment Laboratory located near Lynchburg, Va.

These experiments shall be conducted in accordance with the procedures described in the application for license amendment dated February 22, 1965, and supplements thereto dated March 29, 1965, and May 21, 1965.

2. This amendment is effective as of the date of issuance.

For the Atomic Energy Commission,

ROGER S. BOYD,  
*Chief, Research and Power Reactor Safety Branch, Division of Reactor Licensing.*

[F.R. Doc. 65-6354; Filed, June 15, 1965; 8:50 a.m.]

## FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 15303, 15304; FCC 65M-757]

### CASCADE BROADCASTING CO. AND SUNSET BROADCASTING CO. (KNDX-FM)

#### Order Scheduling Prehearing Conference

In re applications of Cascade Broadcasting Co., Yakima, Wash., Docket No. 15303, File No. BPH-4072; David Zander Pugsley trading as Sunset Broadcasting Co. (KNDX-FM), Yakima, Wash., Docket No. 15304, File No. BPH-4180; for construction permits.

The Hearing Examiner having under consideration a letter dated June 9, 1965, from counsel for Sunset Broadcasting Co. in which a request is made jointly by the two applicants for continuation of commencement of hearing from June 14 to September 8, 1965;

It appearing, that a rule making proceeding in Docket No. 15937 has proceeded to the point where it appears reasonable to anticipate the establishment of another channel in Yakima and

thus possibly eliminate the need for a hearing on the subject applications; and

It further appearing, that this proceeding has been continued a number of times for a period of more than a year and that the last order granting a continuance (PCC 65M-573, May 7, 1965) indicated that long extensions of hearing dates would normally be frowned upon and that on the basis of written information now before the Examiner it would be desirable to have the situation clearly stated on the record even though it appears at this point that the instant request has merit; and

It further appearing, that the hearing is now scheduled to commence on June 14, 1965, and that counsel for the Broadcast Bureau has consented to the request and to a waiver of the provisions of the Four-Day Rule:

*It is ordered*, This 10th day of June 1965, on the Hearing Examiner's own motion, that the hearing scheduled for June 14 is converted into a further prehearing conference which will be held on that date.

Released: June 11, 1965.

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

[P.R. Doc. 65-6277; Filed, June 15, 1965;  
8:48 a.m.]

[Docket No. 16050; FCC 65M-763]

#### CONTINENTAL BROADCASTING, INC.

##### Order Scheduling Hearing

In re application of Continental Broadcasting, Inc., Docket No. 16050, File No. BR-174; for renewal of license of station WJNR, Newark, N.J.

*It is ordered*, This 11th day of June 1965, that Isadore A. Honig will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence at 10 a.m. on September 20, 1965, in Newark, N.J.: *And it is further ordered*, That a prehearing conference in the proceeding will be convened by the presiding officer at 9 a.m. on July 13, 1965, in Washington, D.C.

Released: June 11, 1965.

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

[P.R. Doc. 65-6278; Filed, June 15, 1965;  
8:48 a.m.]

[Docket Nos. 15998-16000; FCC 65M-728]

#### EMERALD BROADCASTING CORP. (KPIR) ET AL.

##### Order Continuing Hearing

In re applications of Emerald Broadcasting Corp. (KPIR), Eugene, Oreg., Docket No. 15998, File No. BP-15590; Pendleton Broadcasting Co. (KUMA), Pendleton, Oreg., Docket No. 15999, File No. BP-16220; HI-Desert Broadcasting Corp. (KDHI), Twenty-Nine Palms, Calif., Docket No. 16000, File No. BP-16503; for construction permits.

No. 115—5

A prehearing conference in the above-entitled proceeding having been held as scheduled on June 4, 1965:

*It is ordered*, This 4th day of June 1965, that the procedural ground rules established at said conference are hereby approved and that the transcript of said conference, incorporated herein by reference with the same force and effect as if set forth at length, shall control as to any question bearing on the established ground rules; and

*It is further ordered*, That the hearing, presently scheduled to commence on July 21, 1965, is continued to 10 a.m., September 14, 1965.

Released: June 7, 1965.

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

[P.R. Doc. 65-6279; Filed, June 15, 1965;  
8:48 a.m.]

[Docket No. 15984; FCC 65M-753]

#### KUNO RADIO, INC. (KUNO)

##### Order Continuing Hearing

In re application of Kuno Radio, Inc. (KUNO), Corpus Christi, Tex., Docket No. 15984, File No. BMP-10937; for construction permit.

*It is ordered*, This 10th day of June 1965, that, by reason of the illness of the presiding Hearing Examiner in the above-entitled proceeding, the hearings therein which heretofore were scheduled to commence June 25, 1965, are hereby continued to September 10, 1965, commencing at 10 a.m.: *And, it is further ordered*, That a prehearing conference in the proceeding will be convened on July 26, 1965, at 9 a.m.; and that all proceedings will be held in the Offices of the Commission, Washington, D.C.

Released: June 11, 1965.

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

[P.R. Doc. 65-6280; Filed, June 15, 1965;  
8:48 a.m.]

[Docket Nos. 15930, 15931; FCC 65M-759]

#### SERGIO MARTINEZ CARABALLO AND CARIBBEAN BROADCASTING CORP.

##### Order Continuing Prehearing Conference

In re applications of Sergio Martinez Caraballo, Arecibo, P.R., Docket No. 15930, File No. BPH-3783; Caribbean Broadcasting Corp., Arecibo, P.R., Docket No. 15931, File No. BPH-4724; for construction permits.

Upon oral request of counsel for Caribbean Broadcasting Corp., an applicant in the above-entitled matter, said request having been concurred in by all other counsel: *It is ordered*, This 11th day of June 1965, that, because there now appears to be a strong likelihood the matter will never go to hearing, the further prehearing conference now scheduled for June 14, 1965, is hereby rescheduled

to commence at 9 a.m., July 14, 1965, in the Commission's offices, Washington, D.C.

Released: June 11, 1965.

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

[P.R. Doc. 65-6281; Filed, June 15, 1965;  
8:48 a.m.]

[Docket Nos. 16001-16003; FCC 65M-751]

#### TELEVISION BROADCASTERS, INC. (KBMT) AND TEXAS GOLDCOAST TELEVISION, INC. (KPAC-TV)

##### Order Re Procedural Dates

In re applications of Television Broadcasters, Inc. (KBMT), Beaumont, Tex., Docket No. 16001, File No. BPCT-3266, for construction permit; Television Broadcasters, Inc. (KBMT), Beaumont, Tex., Docket No. 16003, File No. BRCT-560; Texas Goldcoast Television, Inc. (KPAC-TV), Port Arthur, Tex., Docket No. 16002, File No. BRCT-389; for renewal of licenses.

Pursuant to a prehearing conference as of this date: *It is ordered*, This 10th day of June 1965, that the hearing in this proceeding will commence July 12, 1965, 10 a.m., in the Commission's Offices, Washington, D.C., for the sole purpose of the presentation and consideration of stipulations and other documents; and, upon recess thereof, the hearing will be resumed in Beaumont, Tex., July 20, 1965, 10 a.m.

Released: June 10, 1965.

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

[P.R. Doc. 65-6282; Filed, June 15, 1965;  
8:49 a.m.]

[Docket No. 15983; FCC 65M-752]

#### TWELVE SEVENTY, INC.

##### Order Scheduling Prehearing Conference

In re application of Twelve Seventy, Incorporated, Docket No. 15983, File No. BR-1749; for renewal of license of station WTID, Newport News, Va.

The Chief Hearing Examiner having under consideration a petition filed June 3, 1965, by David N. Montague, Trustee of Twelve Seventy, Inc., the named applicant herein, requesting that he be substituted as a principal party in interest in this proceeding which involves renewal of the license for Radio Station WTID, Newport News, Va., or, in the alternative, that he be permitted to intervene;

It appearing, that pursuant to order of a Federal District Court, the assets of Twelve Seventy, Inc. (WTID), have been conveyed to petitioner, Trustee in Bankruptcy; and, in view thereof, the Commission's Broadcast Bureau, the only other party to the proceeding, agrees, under existing Commission precedent,

that petitioner be made a party intervenor;

It appearing further, that the relief proposed by the Bureau is appropriate, and that public interest will be served by allowing petitioner full participation as a party herein:

Accordingly, it is ordered, This 10th day of June 1965, that the petition is granted to the extent that petitioner is hereby authorized to participate in all aspects of this proceeding in the capacity of intervenor; and that, in other respects, the petition is denied: And, it is further ordered, That a prehearing conference in this proceeding will be held in the Offices of the Commission, Washington, D.C., on July 1, 1965, commencing at 10 a.m., and that the formal hearing herein will be convened, as heretofore scheduled, on July 21, 1965.

Released: June 11, 1965.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] BEN F. WAPLE,  
Secretary.

[F.R. Doc. 65-6283; Filed, June 15, 1965;  
8:49 a.m.]

## CIVIL AERONAUTICS BOARD

[Docket No. 16164]

AIR NEW ZEALAND, LTD.

### Notice of Hearing

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that hearing in the above-entitled proceeding is assigned to be held on June 29, 1965, at 10 a.m., e.d.s.t., in Room 911, Universal Building, Florida and Connecticut Avenues NW., Washington, D.C., before the undersigned Examiner.

Dated at Washington, D.C., June 10, 1965.

[SEAL] JAMES S. KEITH,  
Hearing Examiner.

[F.R. Doc. 65-6288; Filed, June 15, 1965;  
8:49 a.m.]

## FEDERAL MARITIME COMMISSION

[Fact Finding Investigation 5]

SOUTH ATLANTIC AND GULF PORTS  
(FROM, BUT EXCLUDING, HAMPTON  
ROADS, VA., TO BROWNSVILLE,  
TEX.)

### Terminal Practices; Notice of Hearing

JUNE 10, 1965.

A hearing in this proceeding will be held by the undersigned beginning at 10

a.m., July 14, 1965, at Room 610, Federal Office Building, 600 South Street, New Orleans, La.

The hearing will be public.

JAMES A. KEMPKER,  
Investigative Officer.

[F.R. Doc. 65-6284; Filed, June 15, 1965;  
8:49 a.m.]

## ENCINAL TERMINALS AND MATSON NAVIGATION CO.

### Notice of Agreement Filed for Approval

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

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1321 H Street NW., room 301; or may inspect the agreement at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter), and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Matson Navigation Co., 215 Market Street,  
San Francisco, Calif., 94105.

Agreement No. T-27-4, between Matson Navigation Co. (Matson) and Encinal Terminals (Encinal) modifies the basic agreement which provides for the lease of certain property adjacent to Encinal's Berth 5 at Alameda, Calif., to be used exclusively by Matson as a marshalling yard for the handling of containers, automobiles and trucks. The purpose of the modification is to record the agreement of the parties that a second gantry crane to be installed at Encinal's Berth 5 (as provided for in FMC Agreement No. T-27-2) may be removed, if Matson desires, prior to termination of the basic lease agreement dated August 14, 1958.

Dated: June 10, 1965.

By order of the Federal Maritime Commission.

THOMAS LISI,  
Secretary.

[F.R. Doc. 65-6285; Filed, June 15, 1965;  
8:49 a.m.]

## SACRAMENTO-YOLO PORT DISTRICT AND CARGILL OF CALIFORNIA, INC.

### Notice of Agreement Filed for Approval

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

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 301; or may inspect the agreement at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter), and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Port of Sacramento, Post Office Box 815, West Sacramento, Calif., 95691.

Agreement No. 8995-3, between Sacramento-Yolo Port District (Sacramento) and Cargill of California, Inc. (Cargill), modifies the basic agreement of the parties which provides for the lease of certain terminal property and grain elevator facilities in Sacramento, Calif. The purpose of the modification is to provide that (1) from and after November 10, 1963, Cargill shall be, and is, relieved from the requirement of paying a 15-cent per ton charge on commodities transported by Cargill from the property leased from Sacramento and, to the extent that such 15 cents per ton payments may have been made from and after said date, Sacramento shall reimburse Cargill accordingly by direct payment or by credit against future payments made pursuant to the modification of Agreement No. 8995, and (2) from and after said date, Cargill agrees to pay to Sacramento for all commodities transported by Cargill from the property leased by Cargill from Sacramento, the applicable wharfage tariff rates published by Sacramento.

Dated: June 10, 1965.

By order of the Federal Maritime Commission.

THOMAS LISI,  
Secretary.

[F.R. Doc. 65-6286; Filed, June 15, 1965;  
8:49 a.m.]

## FEDERAL POWER COMMISSION

[Docket Nos. G-2855, etc.]

## NEMOURS CORP. ET AL.

Notice of Applications for Certificates, Abandonment of Service and Petitions To Amend Certificates<sup>1</sup>

JUNE 8, 1965.

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 June 30, 1965.

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 or the authorization for the proposed abandonment 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: *Provided, however,* That pursuant to § 2.56, Part 2, Statement of General Policy and Interpretations, Chapter I of Title 18 of the Code of Federal Regulations, as amended, all permanent certificates of public convenience and necessity granting applications, filed after April 15, 1965, without further notice, will contain a condition precluding any filing of an increased rate at a price in excess of that designated for the particular area of production for the period prescribed therein unless at the time of filing such certificate application, or within the time fixed herein for the filing of protests or petitions to intervene the Applicant indicates in writing that it is unwilling to accept such a condition. In the event Applicant is unwilling to accept such condition the application will be set for formal hearing.

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. GUTRIE,  
Secretary.

<sup>1</sup> 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-2855 D 5-28-65	Nemours Corp., 1306 Petroleum Tower, Shreveport, La. (partial abandonment).	United Gas Pipe Line Co., Monroe Field, Union Parish, La.	Uneconomical	
G-10805 E 5-17-65 <sup>1</sup>	South States Oil & Gas Co. (successor to F. O. Penn, et al.), 946 Milam Bldg., San Antonio, Tex., 78205.	Tennessee Gas Transmission Co., North Ross (2,400 feet) Field, Starr County, Tex.	\$ 17.24347	14.65
G-11174 D 6-1-65	Gulf Oil Corp., Post Office Box 1589, Tulsa, Okla., 74102.	Colorado Interstate Gas Co., Laverne Field, Harper County, Okla.	(4)	
G-15488 D 9-20-60 <sup>1</sup>	Union Oil Co. of California, Union Oil Center, Los Angeles, Calif., 90017.	West Lake Natural Gasoline Co., Lake Trammell Area, Nolan County, Tex.	Assigned	
G-15488 C 11-3-61 <sup>4</sup>	Union Oil Co. of California (Operator), et al.	do.	\$ 8.5	14.65
G-15488 C&D 5-17-65 <sup>5</sup>	do.	West Lake Natural Gasoline Co., West Lake Trammell Area, Nolan County, Tex.	\$ 8.5	14.65
G-16139 D 5-28-65	Gulf Oil Corp., Post Office Box 1589, Tulsa, Okla., 74102.	Transwestern Pipeline Co., Como Area, Lipscomb County, Tex.	(5)	
G-17472 D 5-28-65	Humble Oil & Refining Co., Post Office Box 2180, Houston, Tex., 77001.	United Gas Pipe Line Co., Cotton Valley Field, Webster Parish, La.	Assigned	
C161-256 F 8-19-60	Jake L. Hamon, Fifth Floor, Vaughn Bldg., 1712 Commerce St., Dallas, Tex.	West Lake Natural Gasoline Co., Lake Trammell Area, Nolan County, Tex.	\$ 8.5	14.65
C163-20 D 5-28-65	Humble Oil & Refining Co., Post Office Box 2180, Houston, Tex., 77001.	Arkansas Louisiana Gas Co., Arkoma Area, Latimer County, Okla.	Assigned	
C163-20 C 6-2-65	do.	do.	15.0	14.65
C163-234 C 5-7-65	Socony Mobil Oil Co., Inc., 150 East 42d St., New York, N.Y., 10017.	Arkansas Louisiana Gas Co., Red Oak Field, Latimer, LeFlore and Pittsburg Counties, Okla.	15.0	14.65
C163-557 D 5-28-65	Tidewater Oil Co., Post Office Box 1404, Houston, Tex., 77001 (partial abandonment).	Northern Natural Gas Co., Acreage in Beaver County, Okla.	Declined in pressure	
C163-1391 D 6-1-65	Keener Oil Co., c/o Wilbur J. Holleman, Holleman & Holleman, 325 National Bank of Tulsa Bldg., Tulsa, Okla., 74103.	Northern Natural Gas Co., Como Area, Beaver County, Okla.	Declined in pressure	
C165-406 C 6-1-65 <sup>11</sup>	Gulf Oil Corp. (Operator), et al., Post Office Box 1589, Tulsa, Okla., 74102.	Cities Service Gas Co., Northwest Lovedale Field, Harper County, Okla.	17.0	14.65
C165-461 C 6-1-65	Sinclair Oil & Gas Co., Post Office Box 521, Tulsa, Okla., 74102.	El Paso Natural Gas Co., Basin Dakota Field, San Juan County, N. Mex.	13.0	15.025
C165-967 C 6-1-65	Continental Oil Co., Post Office Box 2197, Houston, Tex., 77001.	El Paso Natural Gas Co., Acreage in San Juan County, N. Mex. and La Plata County, Colo.	13.0	15.025
C165-1239 A 5-27-65	Massa Oil Co., Box 173, Spencer, W. Va.	United Fuel Gas Co., Smithfield District, Roane County, W. Va.	25.0	15.325
C165-1240 A 5-27-65	Trigg Drilling Co. (Operator), et al., Post Office Box 18605 Oklahoma City, Okla.	Michigan Wisconsin Pipe Line Co., Acreage in Major County, Okla.	19.5	14.65
C165-1241 A 5-27-65	Hunt Oil Co., 1401 Elm St., Dallas, Tex., 75202.	Panhandle Eastern Pipe Line Co., Acreage in Woodward and Dewey Counties, Okla.	17.0	14.65
C165-1242 F 5-20-65	Peter B. Smith (successor to James L. Greene, Jr., et al.), Post Office Box 522, Midland, Tex., 79701.	El Paso Natural Gas Co., Noelke Field, Crockett County, Tex.	\$ 14.5	14.65
C165-1243 A 5-27-65	Sunray DX Oil Co., Post Office Box 2039, Tulsa, Okla., 74102.	El Paso Natural Gas Co., Gallegos Canyon, San Juan County, N. Mex.	13.0	15.025
C165-1244 A 5-17-65	Perry R. Bass (Operator), et al., 1210 Fort Worth National Bldg., Fort Worth, Tex., 76102.	El Paso Natural Gas Co., Brown-Bassett Field, Terrell County, Tex.	16.0	14.65
C165-1245 A 5-27-65	The Preston Oil Co., Post Office Box 2319, Columbus, Ohio, 43216.	United Fuel Gas Co., Ellis Field, Acadia Parish, La.	17.5	15.025
C165-1246 A 5-26-65	The Shamrock Oil and Gas Corp., Post Office Box 631, Amarillo, Tex., 79105.	Western Gas Service Co., Acreage in Moore County, Tex.	17.0	14.65
C165-1247 A 5-28-65	R. Stenzel, 211 Joaquin Ave., San Leandro, Calif., 94577.	Northern Natural Gas Co., Gate Lake Field, Harper County, Okla.	17.0	14.65
C165-1248 A 5-28-65	R. Stenzel, 211 Joaquin Ave., San Leandro, Calif.	Northern Natural Gas Co., Doby Spring Field, Harper County, Okla.	17.0	14.65
C165-1249 A 5-28-65	Husky Oil Co., Post Office Box 380, Cody, Wyo., 82414.	Cody Gas Co., Acreage in Park County, Wyo.	12.0	15.025
C165-1250 A 6-1-65	Laurel Fork Oil & Gas Co., Smith No. 1, c/o H. L. Lee, agent, 2022 16th St., Parkersburg, W. Va., 26102.	Consolidated Gas Supply Corp., Murphy District, Ritchie County, W. Va.	25.0	15.325
C165-1251 A 6-1-65	Crump Oil Co., c/o Dabney Crump, partner, 60 South Front St., Memphis, Tenn., 38101.	Consolidated Gas Supply Corp., Grant District, Ritchie County, W. Va.	25.0	15.325
C165-1252 F 6-1-65	Maxwell Herring Drilling Corp., Operator (successor to Union Producing Co.), 619 Citizens First National Bank Bldg., Tyler, Tex.	United Gas Pipe Line Co., Mount Selman Field, Cherokee County, Tex.	\$ 10.8876	14.65

Filing Code: A—Initial service.  
B—Abandonment.  
C—Amendment to add acreage.  
D—Amendment to delete acreage.  
E—Succession.  
F—Partial succession.

See footnotes at end of table.

Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure base
CI65-1253. A 6-1-65	Phillips Petroleum Co., Bartlesville, Okla., 74004.	Panhandle Eastern Pipe Line Co., Carthage Area, Texas County, Okla. and Morton County, Kans.	17.0	14.65
CI65-1254. A 6-1-65	Skelly Oil Co., Post Office Box 1650, Tulsa, Okla., 74112.	Panhandle Eastern Pipe Line Co., Acreage in Cimarron County, Okla.	17.0	14.65
CI65-1255. A 6-1-65	Cleary Petroleum, Inc., 310 Kernac Bldg., Oklahoma City, Okla., 73102.	Michigan Wisconsin Pipe Line Co., Laverne Area, Woodward County, Okla.	17.0	14.65
CI65-1256. A 6-1-65	Associated Oil & Gas Exploration, Inc., et al., Operator, Post Office Box 60465, Houston, Tex., 77006.	Southern Natural Gas Co., North Kings Ridge Field, Lafourche Parish, La.	15.0	15.025
CI65-1257. A 6-1-65	Crystal Oil and Land Co. (Operator), et al., Post Office Box 1101, Shreveport, La., 71101.	Texas Gas Transmission Corp., West Arcadia Area, Bienville Parish, La.	16.5	15.025
CI65-1258. A 6-1-65	Amerada Petroleum Corp., Post Office Box 2040, Tulsa, Okla., 74102.	Cities Service Gas Co., North Hardtner Field, Barber County, Kans.	14.0	14.65
CI65-1259. A 6-1-65	Edwin L. Cox (Operator), et al., 2100 Adolphus Tower, Dallas, Tex., 75202.	Transcontinental Gas Pipe Line Corp., Live Oak Field, Vermilion Parish, La.	17.5	15.025
CI65-1260. B 6-2-65	Southwestern Oil & Refining Co., et al., Post Office Drawer 809, Corpus Christi, Tex.	Tennessee Gas Transmission Co., Bailey Field, Jim Wells County, Tex.	Depleted	-----
CI65-1261. A 6-2-65	Humble Oil & Refining Co., Post Office Box 2180, Houston, Tex., 77001.	Kansas-Nebraska Natural Gas Co., Inc. Syracuse Field, Hamilton County, Kans.	12.5	14.65
CI65-1262. A 6-2-65	Gulf Sands Oil Co. (Operator), et al., Post Office Drawer 6100, Corpus Christi, Tex., 78411.	Texas Eastern Transmission Corp., Seven Sisters Field, Duval County, Tex.	12.0	14.65
CI65-1263. A 6-3-65	The Superior Oil Co., Post Office Box 1521, Houston, Tex., 77001.	El Paso Natural Gas Co., Custer Mountain Unit, Lea County, N. Mex.	16.0	15.025

<sup>1</sup> Application erroneously noticed May 25, 1965, in Docket No. G-7954, et al. at a total initial rate of 15.2437 cent per Mcf.

<sup>2</sup> Includes 2.0 cents per Mcf for compression and dehydration.

<sup>3</sup> Rate in effect subject to refund in Docket No. RI62-26.

<sup>4</sup> Deletes from basic contract the Chester Formation from which no sale or delivery has been made.

<sup>5</sup> Deletes acreage assigned to Jake L. Hamon; represents the portion of acreage for which certificate is filed for in Docket No. CI61-256.

<sup>6</sup> Amendment also adds interest of nonoperating coowner, B. A. Duffy, and redesignates rate schedule to read "(Operator), et al."

<sup>7</sup> Rate in effect subject to refund in Docket No. RI60-431.

<sup>8</sup> Amendment also covers the interests of signatory coowners.

<sup>9</sup> Deletes from basic contract acreage from which no sales or deliveries of gas have been made.

<sup>10</sup> Amendment also corrects Exhibit "A" to original application as to percentage of interest.

<sup>11</sup> Rate in effect subject to refund in Docket No. RI60-109.

<sup>12</sup> Includes 0.1376 cent per Mcf tax reimbursement.

[F.R. Doc. 65-6183; Filed, June 15, 1965; 8:45 a.m.]

## FEDERAL RESERVE SYSTEM

### CENTRAL WISCONSIN BANKSHARES, INC.

#### Application for Approval of Acquisition of Bank Shares

Notice is hereby given that application has been made to the Board of Governors of the Federal Reserve System pursuant to section 3(a) (2) of the Bank Holding Company Act of 1956 (12 U.S.C. 1842(a) (2)), by Central Wisconsin Bankshares, Inc., a registered bank holding company located in Wausau, Wis., for the Board's prior approval of the acquisition by the Applicant of up to 100 percent of the voting shares of Central National Bank of Stettin, Stettin, Wis.

In determining whether to approve an application submitted pursuant to section 3(a) (2) of the Bank Holding Company Act, the Board is required by that Act to take into consideration the following factors: (1) The financial history and condition of the company and the bank concerned; (2) their prospects; (3) the character of their management; (4) the convenience, needs, and welfare of the communities and the area concerned; and (5) whether or not the effect of such acquisition would be to expand the size or extent of the bank holding company system involved beyond limits consistent with adequate and sound banking, the

public interest, and the preservation of competition in the field of banking.

Not later than thirty (30) days after the publication of this notice in the FEDERAL REGISTER, comments and views regarding the proposed acquisition may be filed with the Board. Communications should be addressed to the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C., 20551.

Dated at Washington, D.C., this 9th day of June 1965.

By order of the Board of Governors.

[SEAL] MERRITT SHERMAN,  
Secretary.

[F.R. Doc. 65-6223; Filed, June 15, 1965; 8:45 a.m.]

## SECURITIES AND EXCHANGE COMMISSION

[File No. 70-4284]

### MISSISSIPPI POWER CO.

#### Notice of Proposed Issue and Sale of First Mortgage Bonds and Preferred Stock; Proposed Amendment of Bylaws

JUNE 10, 1965.

Notice is hereby given that Mississippi Power Co. ("Mississippi"), 2500 14th

Street, Gulfport, Miss., 29501, a public-utility subsidiary company of The Southern Co., a registered holding company, has filed a declaration with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating sections 6(a) and 7 of the Act and Rule 50 promulgated thereunder as applicable to the proposed transactions. All interested persons are referred to the declaration, on file at the office of the Commission, for a statement of the transactions therein proposed which are summarized below.

Mississippi proposes to issue and sell, subject to the competitive bidding requirements of Rule 50 under the Act, \$11,000,000 principal amount of its First Mortgage Bonds, --- percent series due 1995. The interest rate of the new bonds (which will be a multiple of one-eighth of 1 percent and the price, exclusive of accrued interest, to be paid to Mississippi (which will be not less than 99 percent nor more than 102 3/4 percent of the principal amount thereof) will be determined by the competitive bidding. The new bonds will be issued under the indenture dated as of September 1, 1941, between Mississippi and Morgan Guaranty Trust Co. of New York, Trustee, as heretofore supplemented and as to be further supplemented by a Supplemental Indenture to be dated as of July 1, 1965.

Mississippi also proposes to issue and sell, subject to the competitive bidding requirements of Rule 50 under the Act, 50,000 shares of its cumulative preferred stock, par value \$100 per share. The dividend rate of the new preferred stock (which will be a multiple of 0.04 percent and the price, exclusive of accrued dividends, to be paid to Mississippi (which will be not less than \$100 nor more than \$102.75 per share) will be determined by the competitive bidding. It is further proposed that Mississippi's bylaws be amended to allow for and to establish the terms of and provisions relating to the new preferred stock.

The proceeds from the sales of the new bonds and new preferred stock will be applied by Mississippi, together with funds available from other sources, to finance its 1965 construction program, estimated at \$28,539,000; to pay short-term bank loans incurred for such purposes; and for other lawful purposes.

It is stated that no State or Federal commission, other than this Commission, has jurisdiction over the proposed issue and sale of new bonds and preferred stock. The fees and expenses to be paid in connection with the proposed transactions are to be supplied by amendment.

Notice is further given that any interested person may, not later than July 2, 1965, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said declaration which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request should be served personally or by mail (air mail if the person being served is located more than 500

miles from the point of mailing) upon the declarant at the above-stated address, and proof of service (by affidavit or, in case of an attorney-at-law, by certificate) should be filed contemporaneously with the request. At any time after said date, the declaration, as filed or as it may be amended, may be permitted to become effective as provided in Rule 23 of the general rules and regulations promulgated under the Act or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBois,  
Secretary.

[F.R. Doc. 65-6232; Filed, June 15, 1965;  
8:46 a.m.]

## TARIFF COMMISSION

### SHEET GLASS

#### Report to the President

JUNE 11, 1965.

The Tariff Commission today released a report in which it informs the President of its judgment of the probable economic effect of the reduction or termination of the increases in duty on drawn or blown flat glass (sheet glass) that were imposed in 1962 under the escape-clause procedure. The Commissioners held divergent views on the impact of reduced duty rates on the sheet-glass industry.

Commissioners Dorfman, Fenn, and Culliton state in the report that "restoration of the concession rates of duty would probably have only a slight effect on the domestic sheet glass industry in the present and the immediately foreseeable future, aside from some slight impact of the kind which can usually be expected from tariff reductions, such as: Some increased pressure on older plants and smaller companies; somewhat softer prices and pressure against higher prices; a tendency for imports to increase because of some additional price advantage in marginal markets and additional marketing flexibility for the importers both geographically and in terms of added sales effort; some lessening of confidence of the domestic industry; and a tendency, by making competition more severe, to concentrate domestic production in the stronger and more modern establishments where output per man-hour may be expected to rise."

Commissioners Talbot and Sutton state that "one could expect that a reduction in duty would exert a downward pressure on sheet glass prices, lead to an increase in the share of consumption supplied by imports, contribute toward a decline in employment and profits, and idle productive facilities."

The Commission's investigation (No. TEA-IA-4) was conducted under the provisions of section 351(d)(2) of the Trade Expansion Act of 1962. That act provides that increases in import restrictions imposed under the escape-clause

procedure may be reduced or terminated by the President when he determines, after taking into account advice received from the Tariff Commission under section 351(d)(2) and after seeking advice of the Secretary of Commerce and the Secretary of Labor, that such reduction or termination is in the national interest.

Certain portions of the report to the President may not be made public since they contain information that would reveal the operations of individual concerns. The Commission, therefore, is releasing the report to the public with those portions omitted.

Copies of the public report (the release of which was authorized by the President) are available upon request as long as the limited supply lasts. Address requests to the Secretary, U.S. Tariff Commission, Eighth and E Streets NW., Washington, D.C., 20436.

By direction of the Commission.

[SEAL] DONN N. BENT,  
Secretary.

[F.R. Doc. 65-6272; Filed, June 15, 1965;  
8:48 a.m.]

## INTERSTATE COMMERCE COMMISSION

[Notice 782]

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

JUNE 11, 1965.

The following applications are governed by Special Rule 1.247<sup>1</sup> 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 protest shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such request shall meet the requirements of § 1.247(d)(4) of the special rule. Subsequent assignment of these proceedings

<sup>1</sup> Copies of Special Rule 1.247 can be obtained by writing to the Secretary, Interstate Commerce Commission, Washington, D.C., 20423.

for oral hearing, if any, will be by Commission order which will be served on each party of record.

The publications hereinafter set forth reflect the scope of the applications as filed by applicants, and may include descriptions, restrictions, or limitations which are not in a form acceptable to the Commission. Authority which ultimately may be granted as a result of the applications here noticed will not necessarily reflect the phraseology set forth in the application as filed, but also will eliminate any restrictions which are not acceptable to the Commission.

No. MC 504 (Sub-No. 79) filed May 24, 1965. Applicant: HARPER MOTOR LINES, INC., 213 Long Avenue, Elberton, Ga. Applicant's attorney: Guy H. Postell, Suite 693, 1375 Peachtree Street NW., Atlanta 9, Ga. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Glass containers and closures*, from Atlanta, Ga., to Jacksonville, Orlando, Lakeland, Tampa, and St. Petersburg, Fla. NOTE: If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 730 (Sub-No. 250), filed April 5, 1965. Applicant: PACIFIC INTER-MOUNTAIN EXPRESS CO., a corporation, 1417 Clay Street, Oakland, Calif. Applicant's representative: Alfred G. Krebs (same as applicant). Authority sought to operate as a common carrier, by motor vehicle, transporting: *Articles of unusual value*, between points and over the authorized regular and irregular routes applicant is certificated at the present for the transportation of general commodities in MC 730 and all subs thereto, and subject to the route restrictions, if any, as otherwise specified therein, (1) between Denver, Colo., and Salt Lake City, Utah, (a) from Denver over U.S. Highway 287 to Laramie, Wyo., thence over U.S. Highway 30 to junction U.S. Highway 30-S, thence over U.S. Highway 30-S by way of Uintah, Utah, to Ogden, Utah, and thence over U.S. Highway 91 to Salt Lake City, (b) from Denver, to Uintah, as specified in (a) above, thence over U.S. Highway 89 to junction Alternate U.S. Highway 89, thence over Alternate U.S. Highway 89 to junction U.S. Highway 91, and thence over U.S. Highway 91 to Salt Lake City, and return from Salt Lake City to Laramie, Wyo., as specified in (b) above, thence over U.S. Highway 30 to Cheyenne, Wyo., thence over U.S. Highway 85 to Denver, (2) between Denver, and Loveland, Colo., from Denver over U.S. Highway 85 to Greeley, Colo., thence over U.S. Highway 34 to Loveland, and return over the same route, (3) between Denver, and Fort Collins, Colo., from Denver, over U.S. Highway 85 to Ault, Colo., thence over Colorado Highway 14 to Fort Collins, and return over the same route, serving all intermediate points on the specified routes (1) through (3) above, (4) between Denver, Colo., and Salt Lake City, Utah, from Denver over U.S. Highway 40 to Salt Lake City, and return over the same route, serving no intermediate points, (5) from Ault, over U.S. Highway 85 to Cheyenne, Wyo., thence over U.S. Highway 30 to Laramie,

Wyo., and return over the same route, serving all intermediate points, (6) between Fort Collins, Colo., and junction U.S. Highways 85 and 87 south of Cheyenne, Wyo., from Fort Collins over U.S. Highway 87 to junction U.S. Highway 85 and return over the same route, serving no intermediate points.

NOTE: Applicant states "no service shall be rendered (1) between Cheyenne and Denver, and (2) between Cheyenne and Denver on the one hand, and, on the other, points on U.S. Highways 85 and 87 between Cheyenne and Denver, and those on Colorado Highway 14 between Ault and Fort Collins, (7) between Salt Lake City, Utah, and San Francisco, Calif., (a) from Salt Lake City over U.S. Highway 40 by way of Wendover, Utah, Fernley, Nev., and Sacramento, Calif., to San Francisco, and (1) from Wendover over U.S. Highway 50 to Fallon, Nev., thence over U.S. Highway 95 to Fernley, Nev., and thence as specified to San Francisco, (b) from Salt Lake City to Sacramento as specified in (a) above, thence over U.S. Highway 50 by way of Stockton and Hayward, Calif., to San Francisco, (1) from Hayward over unnumbered Highway to San Mateo, Calif., and thence over U.S. Highway 101 to San Francisco, and (2) from Stockton, over California Highway 4 to junction U.S. Highway 40, and thence over U.S. Highway 40 to San Francisco, and return over these routes to Salt Lake City, serving all intermediate points and the off-route points of Arthur, Bingham Canyon, Dolomite, Garfield, Magna, Taylorville, Burmester, and Tooele, Utah, and Beowawe, Midias, Ruth, and Kimberly, Nev., without restriction, (8) between Salt Lake City, Utah, and Los Angeles, Calif., (a) from Salt Lake City over U.S. Highway 91 by way of Nephi and Anderson, Utah, to Barstow, Calif., (1) from Nephi over Utah Highway 189 to junction U.S. Highway 89, thence over U.S. Highway 89 to Mount Carmel Junction, Utah, thence over Utah Highway 15 to Anderson, Utah, and thence as specified to Barstow, in (a) above, thence over U.S. Highway 86 by way of San Bernardino, Calif., to Los Angeles, and (2) from San Bernardino over U.S. Highway 99 to Los Angeles, and return over the same route, serving all intermediate points, and the off-route points of Bingham Canyon, Holladay, Taylorville, Midvale, Riverton, Vineyard, Hurricane, and Mount Pleasant, Utah, and Logandale, Overton, and Moapa, Nev., (9) between Ely, and Glendale, Nev., from Ely over U.S. Highway 93 to Glendale, and return over the same route, serving all intermediate points, and the off-route points of Panaca, Ruth, and Kimberly, Nev., (10) Between Wells, Nev., and Becky Springs, Nev., from Wells, over U.S. Highway 93 to junction U.S. Highway 50 located at Becky Springs, and return over the same route, serving the intermediate point of Currie, Nev., (11) between Salt Lake City, Utah, and Pocatello, Idaho, from Salt Lake City, over U.S. Highway 91 to Pocatello, and return over the same route, serving all intermediate points and the off-route points of Hyrum and Lewiston, Utah, (12) between Brigham, Utah, and Downey, Idaho, from Brigham over

U.S. Highway 30-S to Tremonton, Utah, and thence over U.S. Highway 191 to Downey, and return over the same route, serving all intermediate points, (13) between Levan, and Gunnison, Utah, from Levan, over Utah Highway 28 to Gunnison, and return over the same route, serving no intermediate points, (14) between Cove Fort, and Sevier, Utah, from Cove Fort over Utah Highway 13 to Sevier, and return over the same route, serving no intermediate points, (15) between Brigham, and Logan, Utah, from Brigham over U.S. Highway 89 to Logan, and return over the same route, serving no intermediate points, (16) between San Francisco, and Cordelia, Calif., from San Francisco, over U.S. Highway 101 to junction California Highway 37, thence over California Highway 37 to Napa, Calif., thence over California Highway 12 to Cordelia, and return over the same route, serving no intermediate points, (17) between Kansas City, Mo., and Denver, Colo., (a) from Kansas City, over U.S. Highway 40 by way of Lawrence, Kans., to Denver, (b) from Kansas City, over U.S. Highway 40 to Oakley, Kans., thence over U.S. Highway 83 to Halford, Kans., thence over U.S. Highway 24 to Limon, Colo., and thence over U.S. Highway 40 to Denver, (c) from Kansas City, to Limon, as specified in (b) above, thence over U.S. Highway 24 to Colorado Springs, Colo., and thence over U.S. Highway 87 to Denver, (d) from Kansas City, over city streets to Kansas, City, Kans., thence over Kansas Highway 32 to Edwardsville, Kans., thence over Kansas Highway 107 to junction U.S. Highway 24, thence over U.S. Highway 24 to Limon, Colo., thence over U.S. Highway 40 to Denver, (e) from Kansas City, over U.S. Highway 71 to St. Joseph, Mo., thence over U.S. Highway 36 by way of Hiawatha, Kans., to junction Kansas Highway 15-W.

Thence over Kansas Highway 15-W by way of Morrowville, Kans., to junction unnumbered highway, thence over unnumbered highway by way of Haddam, Kans., to junction U.S. Highway 36, thence over U.S. Highway 36 to Strasburg, Colo., and thence over U.S. Highway 40 to Denver, (f) from Kansas City, over U.S. Highway 73 to Hiawatha, Kans., and thence to Denver, as specified in (e) above, (g) from Kansas City, over U.S. Highway 50 to junction U.S. Highway 59, thence over U.S. Highway 50-N to Garden City, Kans., thence over U.S. Highway 50 to Pueblo, Colo., and thence over U.S. Highway 85 to Denver, (h) from Kansas City over U.S. Highway 50 to junction U.S. Highway 59, thence over U.S. Highway 59 to junction U.S. Highway 50-S, thence over U.S. Highway 50-S by way of Florence and Newton, Kans., to Ogden City, Kans., and thence to Denver, as specified in (g) above, and return over the same routes shown above in (a) through (h), serving the intermediate points of Sharon Springs, Oakley, Grinnell, Grainfield, Park, Wakeeney, Ellis, Hays, Russell, Ellsworth, Salina, Abilene, Junction City, Manhattan, Topeka, Lawrence, Goodland, Colby, Clay Center, Hutchinson, Brewster, Larned, Emporia, Dodge City, Great Bend, Newton, Oberlin, McPherson, Garden City,

Syracuse, Wilson and Kansas City, Kans., Arapahoe, Bennett, Bethune, Burlington, Byers, Cheyenne Wells, Colorado Springs, Deer Trail, Englewood, Firstview, Flagler, Fowler, Genoa, Hugo, Kit Carson, La Junta, Lamar, Las Animas, Limon, Manzanola, Pueblo, Rocky Ford, Seibert, Stratton, Strasburg, Vona, and Wild Horse, Colo., and St. Joseph, Mo., and the off-route points of North Kansas City, Mo., and Natoma and Holisington, Kans., (18) between Kansas City, Mo., and Wichita, Kans., (a) from Kansas City, over U.S. Highway 50 to junction U.S. Highway 59, thence over U.S. Highway 59 to Ottawa, Kans., thence over U.S. Highway 50-S to Newton, Kans., thence over U.S. Highway 81 to Wichita, (b) from Kansas City to Ottawa as specified in (a) above, thence over U.S. Highway 50-S to Florence, Kans., thence over U.S. Highway 77 to Eldora, Kans., thence over U.S. Highway 54 to Wichita, (c) from Kansas City, over U.S. Highway 40 by way of Topeka, Kans., to Salina, Kans.

Thence over U.S. Highway 81 to Wichita, (d) from Kansas City over U.S. Highway 40 to Lawrence, Kans., thence over U.S. Highway 24 to Topeka, Kans., and thence to Wichita as specified in (c) above, and return over the same routes to Kansas City, serving the intermediate points of Kansas City, Eldora, Newton, McPherson, and Emporia, Kans., and the off-route points of Parsons, Kans., and North Kansas City, Mo., (19) between Denver, Colo., and St. Louis, Mo., (a) from Denver, over U.S. Highway 85 to Pueblo, Colo., thence over U.S. Highway 50 to Garden City, Kans., thence over U.S. Highway 50-S to Garden City, Kans., thence over U.S. Highway 154 to Mullinville, Kans., thence over U.S. Highway 54 to Wichita, Kans., thence over U.S. Highway 81 to South Haven, Kans., thence over U.S. Highway 166 to Baxter Springs, Kans., thence over U.S. Highway 66 to St. Louis, (b) from Denver, to Mullinville, Kans., as specified in (a) above, thence over U.S. Highway 54 to Jefferson City, Mo., thence over U.S. Highway 50 to St. Louis, and return over the routes shown in (a) and (b) serving the intermediate points of Wichita and Eldorado, Kans., (20) between Kansas City, Mo., and Chicago, Ill., (a) from Kansas City, over U.S. Highway 71 to St. Joseph, Mo., thence over U.S. Highway 36 by way of Cameron, Mo., to Springfield, Ill., thence over U.S. Highway 66 through Lincoln, Atlanta, McLean, Bloomington, Lexington, Chenoa, Pontiac, Odell, and Dwight, Ill., to junction Alternate U.S. Highway 66 (formerly U.S. Highway 66) located at or near Gardner, Ill., thence over Alternate U.S. Highway 66 (formerly U.S. Highway 66) to Elwood, Ill., thence east over unnumbered highway (formerly U.S. Highway 66) approximately one mile, thence north over unnumbered highway (formerly U.S. Highway 66) to junction Alternate U.S. Highway 66 (formerly U.S. Highway 66) thence over Alternate U.S. Highway 66 (formerly U.S. Highway 66), to junction U.S. Highway 66, north-east of Plainfield, Ill., thence over U.S. Highway 66 to Chicago, (b) from Kansas City over U.S. Highway 69 to Cameron, Mo., thence to Chicago, as specified

above, (c) from Kansas City, over U.S. Highway 50 to St. Louis, Mo., and (1) from Kansas over U.S. Highway 40 to Wentzville, Mo., thence over By-Pass U.S. Highway 40 to St. Louis, thence to Chicago, as specified above, (d) from Kansas City to Springfield, Ill., as specified above.

Thence over Illinois Highway 29 to Peoria, Ill., thence over U.S. Highway 24 to Chenoa, Ill., thence to Chicago, as specified above, (e) from Kansas City to Bloomington, Ill., as specified above, thence over U.S. Highway 51 to La Salle, Ill., thence over U.S. Highway 66 to Chicago, and (f) from Kansas City over U.S. Highway 40 to junction U.S. Highway 34, near Kingdom City, Mo., thence over U.S. Highway 54 to Pittsfield, Ill., thence over U.S. Highway 36, to Tuscola, Ill., thence over U.S. Highway 45 to Chicago, and return over the same routes to Kansas City, and St. Joseph, Mo., Oak Park, and Cicero, Ill., and Hammond and Whiting, Ind., without restriction, and St. Louis, Mo., restricted against traffic moving to and from Chicago, Ill., and (g) between junction U.S. Highway 66 and Alternate U.S. Highway 66 (formerly U.S. Highway 66), located at or near Gardner, Ill., and junction of the same highways northeast of Plainfield, Ill., from junction U.S. Highway 66 and Alternate U.S. Highway 66 (formerly U.S. Highway 66) over U.S. Highway 66 by way of Plainfield, to junction Alternate U.S. Highway 66, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular route operations, (21) between Kansas City, Mo., and junction of U.S. Highways 59 and 50, from Kansas City, over the Missouri-Kansas State line to junction Kansas Highway 10, thence over Kansas Highway 10 to junction U.S. Highway 59, and thence over U.S. Highway 59 to junction U.S. Highway 50 and return over the same route, serving no intermediate points, but service is authorized to and from points in the Kansas City, Mo.-Kansas City, Kans., commercial zone, as defined by the Commission in 31 M.C.C. 5, as off-route points in connection with applicant's authorized regular route operations, (22) between points in Missouri, (a) from Kansas City, over U.S. Highway 24 to junction Missouri Highway 7.

Thence over Missouri Highway 7 to junction extension of Lake City-Buckner Road to Lake City, (b) from Kansas City over U.S. Highway 24 to junction unnumbered highway 1½ miles east of Missouri Highway 7, thence over unnumbered highway to Lake City, (c) from junction U.S. Highway 40 and Missouri Highway 7 thence over Missouri Highway 7 to junction extension of Lake City-Buckner Road, thence over Lake City-Buckner Road to Lake City, (d) from junction U.S. Highway 40 and Missouri County Highway 20-E over Missouri County Highway 20-E to junction Missouri County Highway 2-N, thence over Missouri County Highway 2-N to junction unnumbered highway 1½ miles east of Missouri Highway 7, and thence over unnumbered highway to Lake City, and return over the routes specified in (a)

through (d) above, serving all intermediate and off-route points within 2 miles of Lake City, Mo., (23) from San Jose, Calif., to San Francisco and Los Angeles, Calif., (a) from San Jose over U.S. Highway 101 to San Francisco, (b) from San Jose over U.S. Highway 101 to Los Angeles, and return over the same routes as specified in (a) and (b), serving no intermediate points, (24) serving points in the Chicago, Ill., commercial zone, as defined by the Commission in 1 M.C.C. 673, as intermediate and off-route points in connection with applicant's authorized regular route authority, (25) serving points within five (5) miles of Wichita, Kans., as intermediate and off-route points in connection with applicant's authorized regular route authority, (26) between points in Los Angeles County, Calif., south of the San Gabriel and Santa Susana Mountains, and west of the San Gabriel River, (27) between Denver, and Remaco, Colo., (28) between points in the St. Louis, Mo.-East St. Louis, Ill., commercial zone, as defined by the Commission, in 1 M.C.C. 656, (29) from St. Joseph, Mo., to Denver, and Englewood, Colo., (30) from Manzanola, Rocky Ford, Fort Lupton, Greeley, and Brighton, Colo., to Joplin, Columbia, Springfield, St. Joseph, and Kansas City, Mo., Smith Center, Wichita, Anthony, Arkansas City, Coffeyville, Manhattan, Junction City, Lawrence, Salina, Pittsburg, Chanute, Garden City, Mankato, Ottawa, Hutchinson, Dodge City, McPherson, Hillsboro, Independence, Emporia, Arma, Fort Scott, Iola, and Winfield, Kans., and Blue Island, Ill.

(31) From Kansas City, Mo., to Fort Collins, Brighton, Greeley, Loveland, and Longmont, Colo., (32) from Denver, Colo., to Milan, Humphreys, and Springfield, Mo., (33) from Deer Trail, Sterling, Denver, Greeley, Colorado Springs, Simla, Bovina, Arriba, Peyton, Limon, Pueblo, Fowler, Ordway, Agate, Hugo, Olney Springs, Fort Morgan, Kit Carson, Calhan, Rocky Ford, Matheson, Ramah, and Boone, Colo., and Bird City, and St. Francis, Kans., to Anthony, Junction City, Topeka, Fort Leavenworth, Salina, Fort Scott, Parsons, Hutchinson, Dodge City, Coffeyville, Ottawa, Independence, Arkansas City, Emporia, Lawrence, Pittsburg, Iola, and Chanute, Kans., and Kansas City, Aurora, Springfield, St. Joseph, St. Louis, Joplin, Nevada, Mansfield, Monett, Bolivar, Lebanon, Jefferson City, Vandalia, Boonville, Eldorado Springs, Ava, Sedalia, Moberly, and Columbia, Mo., (34) from Denver, Colo., to Topeka, Salina, Emporia, Chanute, Junction City, Garden City, Ottawa, Concordia, Newton, Wichita, Manhattan, and Hutchinson, Kans., and St. Joseph, Mo., (35) serving Buckley Field (located about five (5) miles east of Denver, Colo.), Pueblo Ordnance Depot (located about fifteen (15) miles east of Pueblo, Colo.), March Field (located about seven (7) miles southeast of Riverside, Calif.), Mira Loma Depot (located about nine (9) miles west of Riverside, Calif.), McClellan Field (located about two (2) miles north of Sacramento, Calif.), and Benicia Arsenal, Benicia, Calif., as off-route points in connection with applicant's presently authorized regular route au-

thority, with service to and from March Field and Mira Loma Depot, Calif., and Pueblo Ordnance Depot, Colo., limited to shipments of 10,000 pounds or more, (36) serving the site of the 832d Air Force Specialized Depot located at Pauline, Kans., as an off-route point in connection with applicant's authorized regular route authority to and from Topeka, Kans. (except on traffic moving over its routes to and from points east of Topeka).

(37) Serving Travis Air Force Base and Mather Air Force Base, Calif., as off-route points in connection with applicant's authorized regular-route operations (restricted to shipments to and from points outside of California), (38) serving the site of the U.S. Atomic Energy Plant located at or near Marshall, Colo., as an off-route point in connection with applicant's authorized regular route authority to and from Denver, Colo., (39) serving the Test Site of the U.S. Atomic Energy Commission located at or near Mercury, Nev., as an off-route point in connection with applicant's authorized regular route authority, (40) between San Francisco, and San Jose, Calif., from San Francisco, over U.S. Highway 101 to San Jose, and return over the same route, serving all intermediate points, and the off-route points of Los Altos, Los Gatos, Cupertino, Agnew, and Alviso, Calif., (41) between Oakland, and San Jose, Calif., (a) from Oakland, over California Highway 17 by way of San Leandro, Calif., to San Jose, (1) from San Leandro over unnumbered highway by way of Hayward and Niles, Calif., to Warm Springs, Calif., thence over California Highway 17 to San Jose, and return over the same routes specified in (a) and (1) above, serving the intermediate point of Alameda, Calif., and the off-route points of Alviso and Agnew, Calif., (42) from San Francisco, Oakland, Berkeley, Richmond, Alameda, Emeryville, and San Leandro, Calif., to Mountain View, Calif., and (a) from Oakland, Berkeley, Richmond, San Leandro, Alameda, and Emeryville, Calif., to San Mateo, Calif., (43) from Berkeley, Richmond, San Leandro, and Emeryville, Calif., to San Jose, Calif., (44) from points within two (2) miles of (but not including San Jose, Calif.), to Berkeley, Richmond, Emeryville, San Francisco, Oakland, Alameda, and San Leandro, Calif., (a) from San Jose, Calif., to Berkeley, Richmond, San Leandro, and Emeryville, Calif., (45) from points within 2 miles of (but not including Los Gatos, Calif.), to San Francisco, Oakland, Berkeley, Richmond, and San Leandro, Calif., (a) from Los Gatos, Calif., to Oakland, Berkeley, Richmond, Alameda, San Leandro, and Emeryville, Calif.

(46) Between Denver, Colo., and junction U.S. Highway 87 and Colorado Highway 185 located at or near Wellington, Colo., from Denver, over Colorado Highway 185 to junction U.S. Highway 87, and return over the same route, serving no intermediate points, with service at junction U.S. Highway 37 and Colorado Highway 185 and U.S. Highway 34 and junction Colorado Highways 185 and 14, for the purpose of joinder only, (47) between Denver, Colo., and junction Col-

Colorado Highway 185 and U.S. Highway 85, from Denver over Colorado Highway 185 to junction U.S. Highway 85, and return over the same route, serving no intermediate points except service at junction Colorado Highway 185, and U.S. Highway 85 for purpose of joinder only, (48) between the junction of U.S. Highway 36, and Kansas Highway 15-W located at or near Morrowville, Kans., and the junction of U.S. Highway 36 and unnumbered highway located near Cuba, Kans., from junction U.S. Highway 36 and Kansas Highway 15-W over U.S. Highway 36 to junction unnumbered highway, located at or near Cuba, Kans., and return over the same route, serving no intermediate points, (49) from points in Idaho, Utah, Oregon, Washington, and California, to points in Colorado, Kansas, Missouri, and Illinois, and (a) from points in Idaho, Utah, Oregon, and Washington, to points in Oklahoma, Iowa, Nebraska, and that part of Wisconsin on and south of Wisconsin Highway 29, (50) from Silverton, Oreg., to Chicago, Ill., and points in Illinois within seventy-five (75) miles thereof, (51) from Salt Lake City, Utah, to Walnut Creek and Banning, Calif., and to March Air Force Base, located near Riverside, Calif., George Air Force Base, located near Victorville, Calif., and Morton Air Force Base, located near San Bernardino, Calif., (52) serving points on that portion of California Highway 17 between Mt. Eden, and San Jose, Calif., and points on that portion of California Highway 9 between Hayward and Warm Springs, Calif., and Newark, Calif., as intermediate and off-route points in connection with applicant's authorized regular route authority between Oakland, and San Jose, Calif.

(53) Between junction U.S. Highway 50-N and Kansas Highway 150 located near Marion, Kans., and junction Kansas Highway 150 and U.S. Highway 508 located near Elmdale, Kans., from junction U.S. Highway 50-N and Kansas Highway 150 over Kansas Highway 150 to junction U.S. Highway 50-S, and return over the same route, serving no intermediate points as an alternate route for operating convenience only, in connection with applicant's authorized regular route authority between Kansas City, Mo., and Denver, Colo., and serving the termini for purposes of joinder only, (54) between Las Vegas and Henderson, Nev., from Las Vegas, over U.S. Highway 95 to Henderson, and return over the same route, serving all intermediate points, (55) between junction U.S. Highways 30-N and 30-S located near Granger, Wyo., and junction U.S. Highways 30-N and 91 located at McCammon, Idaho, from junction U.S. Highways 30-N and 30-S located near Granger, Wyo., thence over U.S. Highway 30-N to junction U.S. Highway 91 located at McCammon, Idaho, and return over the same route, serving no intermediate points, (56) serving the sites of the Wanapum Dam on the Columbia River located south of Vantage, Wash., near Beverly, Wash., and the Priest Rapids Dam located on the Columbia River, approximately 25 miles south of Vantage, Wash., and points within fifteen (15) miles thereof said damsites, as off-route points in connection

with applicant's authorized regular route authority, (57) serving the plant-site of the Glenn L. Martin Co., located near Waterton, Colo., as an off-route point in connection with applicant's authorized regular route authority to and from Denver, Colo., (58) serving points in Los Angeles, Calif., area as follows:

(a) Points in the Los Angeles, Calif., commercial zone, as defined by the Commission, (b) points in the Los Angeles Harbor commercial zone as defined by the Commission (c) points in Los Angeles County, Calif., on and south of U.S. Highway 66 and east of points in (a) and (b) above, and (d) points on U.S. Highway 101 (in lots of 10,000 pounds or more only), as off-route points in connection with applicant's authorized regular route authority, (59) serving Stayton, Oreg., as an off-route point in connection with applicant's authorized regular route authority, (60) serving points within twenty-five (25) miles of the main post office located in Los Angeles, Calif., as off-route points in connection with applicant's authorized regular route authority, (61) serving Progress, Oreg., and points within 1 mile thereof, as off-route points in connection with applicant's authorized regular route authority, (62) serving Garfield, Palouse, and Colfax, Wash., as off-route points in connection with applicant's authorized regular route authority, (63) between Los Angeles, and San Francisco, Calif., serving the intermediate and off-route points of Oakland, Alameda, Berkeley, Emeryville, and Richmond, Calif., and points in the Los Angeles, Calif., and Los Angeles Harbor, Calif., commercial zones as defined by the Commission, (64) between Tacoma, and Spokane, Wash., (a) from Tacoma over U.S. Highway 99 to Seattle, Wash., thence over U.S. Highway 10 by way of North Bend, Wash., to Teanaway, Wash., and (1) from Seattle over Washington Highway 2 (formerly U.S. Alternate Highway 10) by way of Renton, Wash., to junction U.S. Highway 10 located near Issaquah, Wash., thence over U.S. Highway 10 to Teanaway, thence over U.S. Highway 97 to junction Washington Highway 2 west of Wenatchee, thence over Washington Highway 2 to Wenatchee, Wash., thence over Washington Highway 10 to Quincy, Wash., thence over Washington Highway 7 by way of Winchester, Wash., to Davenport, Wash., thence over U.S. Highway 2 to Spokane, and return over the same routes, specified in (a) and (1) above, and serving the intermediate and off-route points within 3 miles of Seattle, and the off-route point of Pangborn Field, Wash., and the off-route points within fifteen (15) miles of Spokane, including Geiger Field, (65) between Seattle, and Spokane, Wash., from Seattle to Teanaway, Wash., over U.S. Highway 97 to Ellensburg, Wash., to Davenport, thence over U.S. Highway 2 to Spokane, and return over the same route, serving intermediate points within 3 miles of Seattle, and the off-route points of Pangborn Field, Wash., and those points within fifteen (15) miles of Spokane, including Geiger Field.

(66) Between Bingen and Yakima, Wash., from Bingen over U.S. Highway

830 to junction U.S. Highway 97 thence over U.S. Highway 97 to Yakima, and return over the same route, serving the intermediate points of Goldendale, Toppenish, Buena, Donald, and Union Gap, Wash., (and the intermediate point of Maryhill, Wash., for the purpose of joinder only with applicant's authorized regular route authority between Maryhill, Wash., and Weed, Calif.), and the off-route points of Growmore, Parker, Selah, and Wapato, Wash., points in Kittitas, Yakima, Grant, and Franklin Counties, Wash., (67) between Buena, and Attalia, Wash., from Buena over U.S. Highway 410 to Attalia, and return over the same routes, serving all intermediate points, and the off-route points of Growmore, Parker, Selah, and Wapato, Wash., points in Kittitas, Yakima, Grant, and Franklin Counties, Wash., Benton City, Mabton, and Richland, Wash., and the plant site of the U.S. Atomic Energy Commission reservation located near Hanford, Wash., (68) between Seattle, and Yakima, Wash., from Seattle, over U.S. Highway 10 to Teanaway, Wash., thence over U.S. Highway 97 to Yakima, and return over the same route, serving the intermediate point of Ellensburg, Wash., and the off-route point of Tacoma, Wash., (69) between Tacoma, and Trinidad, Wash., from Tacoma over U.S. Highway 99 to Everett, Wash., thence over U.S. Highway 2 by way of junction U.S. Highway 97 located near Peshastin, Wash., to Wenatchee, Wash., thence southeast over Washington Highway 10 to Trinidad, and return over the same route, serving all intermediate points west of the summit of Stevens Pass, restricted to traffic moving to and from points west of the summit of Stevens Pass, (70) between Seattle, and Wenatchee, Wash., serving the intermediate points of Cashmere, and Dryden, Wash., (71) between Monroe, and Fall City, Wash., from Monroe over Washington Highway 15-B to Fall City, and return over the same route, serving no intermediate points but serving Fall City for joinder purposes only.

(72) Between Los Angeles, Calif., and Portland, Oreg., (a) from Los Angeles over U.S. Highway 99 to Sacramento, Calif., thence over U.S. Highway 99-E to junction unnumbered highway (formerly U.S. Highway 99-E) near Elchvale, Calif., thence over unnumbered highway by way of Nelson and Durham, Calif., to junction U.S. Highway 99-E near Chico, Calif., thence over U.S. Highway 99-E to Red Bluff, Calif., thence over U.S. Highway 99 to Shady Point, Oreg., thence over Oregon Secondary Highway 235 (formerly U.S. Highway 99) to junction U.S. Highway 99 north of Oakland, Oreg., thence over U.S. Highway 99 to junction Oregon Secondary Highway 235 (formerly U.S. Highway 99), thence over Oregon Secondary Highway 235 to junction Oregon Highway 38 (formerly U.S. Highway 99) thence over Oregon Highway 38 to Anlaug, Oreg., thence over U.S. Highway 99 to junction Oregon Highway 225 (formerly U.S. Highway 99) located at or near Goshen, Oreg., thence over Oregon Highway 225 to junction U.S. Highway 126 (formerly U.S. Highway 99), thence over U.S. Highway 126 to

Eugene, Oreg., thence over U.S. Highway 99 (portion formerly U.S. Highway 99-E) to junction Oregon Highway 164 (formerly U.S. Highway 99-E) south of Jefferson, Oreg., thence over Oregon Highway 164 to junction U.S. Highway 99 north of Jefferson, Oreg., thence over U.S. Highway 99 (formerly U.S. Highway 99-E) to junction U.S. Highway 99-E, thence over U.S. Highway 99-E to Portland, (1) from junction U.S. Highway 99 and Oregon Highway 164 south of Jefferson, Oreg., thence over U.S. Highway 99 to junction Oregon Highway 164 north of Jefferson, Oreg., and return over the same routes specified in (a) and (1) above, serving no intermediate points as an alternate route for operating convenience only, (b) between Davis Junction and Red Bluff, Calif., from Davis Junction over U.S. Highway 99-W to Red Bluff, and return over the same route, (c) between Junction City and Portland, Oreg., from Junction City, over U.S. Highway 99 to junction U.S. Highway 99-W, thence over U.S. Highway 99-W to junction U.S. Highway 99 (formerly U.S. Highway 99-W).

Thence over U.S. Highway 99 to Portland, and return over the same route, (d) between San Francisco, and Manteca, Calif., from San Francisco over U.S. Highway 50 to junction California Highway 120, thence over California Highway 120 to Manteca, and return over the same route, (e) between San Francisco, and Sacramento, Calif., from San Francisco over U.S. Highway 40 by way of Davis, Calif., to Sacramento, and return over the same route, (f) between junction U.S. Highway 50 and California Highway 120 located near Lathrop, Calif., and junction U.S. Highways 50 and 99 north of Stockton, Calif., from junction U.S. Highway 50 and California Highway 120 located near Lathrop over U.S. Highway 50 to junction U.S. Highway 99 north of Stockton, and return over the same route, serving the intermediate point of Stockton, and the off-route point of Lathrop, restricted to traffic originating at, destined to, or interchanged at points north of Sacramento, Calif., (g) between Portland, and Oregon City, Oreg., from Portland, over Oregon Highway 213 to Oregon City, and return over the same route, serving all the intermediate points, (h) between junction U.S. Highways 99 and 99-W and junction U.S. Highway 99-E and Oregon Highway 51, from junction U.S. Highways 99 and 99-W over U.S. Highway 99 to Oregon Highway 51, thence over U.S. Highways 99 and 99-W to junction U.S. Highway 99-E, and return over the same route, serving all intermediate points, (i) between Anlauf, Oreg., and junction U.S. Highway 99 and Oregon Secondary Highway 235, from Anlauf over relocated U.S. Highway 99 to junction Oregon Secondary Highway 235, and return over the same route, serving all intermediate points, (j) between junction U.S. Highway 99 and Oregon Secondary Highway 235 north of Oakland, Oreg., and Shady Point, Oreg., from junction U.S. Highway 99 and Oregon Secondary Highway 235 over relocated U.S. Highway 99 to Shady Point, and return over the same route, serving all intermediate points. NOTE: Applicant

will serve all intermediate points north of Sacramento on the routes described in (a) through (j) above, between Los Angeles, Calif., and Portland, Oreg., between Davis Junction, Calif., and Red Bluff, Calif., and between Junction City, Oreg., and Portland, Oreg., and the off-route points of Hillsboro, and Gresham, Oreg., without restrictions, (73) between Bingen, Wash., and Portland, Oreg., from Bingen, over U.S. Highway 830, to Vancouver, Wash.

Thence over U.S. Highway 99 to Portland, and return over the same route, serving all intermediate points, and the off-route points within 10 miles of Bingen, (74) between Pateros, and Winthrop, Wash., from Pateros over Washington Highway 16 to Winthrop, and return over the same route, serving all intermediate points, and the off-route points within 5 miles of Washington Highway 16 located between Pateros and Winthrop, including 5 miles of the termini, (75) between Wenatchee, and Oroville, Wash., from Wenatchee over U.S. Highway 97 to Oroville, and return over the same route, serving all intermediate points, and off-route points within 5 miles of U.S. Highway 97 between Wenatchee and Oroville, including 5 miles of Wenatchee, (76) between Oroville, Wash., and the international boundary line between the United States and Canada, from Oroville, over U.S. Highway 97 to the international boundary line between the United States and Canada, and return over the same route, serving all intermediate points and off-route points within 5 miles of U.S. Highway 97 between said termini, including 5 miles of Oroville, (77) between Portland, Oreg., and Pasco, Wash. (north-bank route), from Portland over U.S. Highway 99 to Vancouver, Wash., thence over U.S. Highway 830 at Maryhill, Wash., thence over U.S. Highway 97 to Toppenish, Wash., thence over unnumbered highway to Zillah, Wash., thence over U.S. Highway 410 to Pasco, and return over the same route, serving the intermediate points of Kennewick, Wash., (78) between Portland, Oreg., and Spokane, Wash. (south-bank route), from Portland, over U.S. Highway 30 to junction U.S. Highway 730, thence over U.S. Highway 730 to junction U.S. Highway 395, thence over U.S. Highway 395 by way of Pasco, Wash., to junction U.S. Highway 10, thence over U.S. Highway 10 to Spokane, and return over the same route, serving the intermediate points of Pasco, Eltopia, Connell, Lind, Ritzville, Sprague, and Cheney, Wash. (except that service is not authorized from these points on a westbound movement by way of the south-bank route), the intermediate point of Troutdale, Oreg., and the off-route points of Kennewick and Medical Lake, Wash., and the U.S. Army Air Corps Maintenance Supply Depot located at Galena, Wash., restricted to eastbound traffic, Umatilla, Irrigon, Boardman, Arlington, The Dalles, Mosier, Hood River, Cascade Locks, Bonneville, Multnomah Falls, Bridal Veil, and Corbett, Oreg., restricted to westbound traffic.

(79) Between Portland, Oreg., and Seattle, Wash., from Portland over U.S. Highway 99 to junction Washington Highway 1 (formerly U.S. Highway 99) located at or near Olequa, Wash., thence

over Washington Highway 1 by way of Toledo and Chehalish, Wash., to junction Washington Highway 9 (formerly U.S. Highway 99) at or near Centralia, Wash., thence over Washington Highway 9 to junction unnumbered highway (formerly U.S. Highway 99) at or near Grand Mound, Wash., thence over unnumbered highway by way of Tenino, Wash., to junction U.S. Highway 99 at or near Tumwater, Wash., thence over U.S. Highway 99 to Seattle, and return over the same route, serving all intermediate points, and the off-route point of Longview, Wash., without restriction and those on Washington Highway 5 between Tacoma and Seattle, Wash., restricted to traffic moving to or from points south of Tacoma, (80) between Tacoma, and Port Steilacoom, Wash., from Tacoma over Hanna Road to junction McGear Road, thence over McGear Road to junction Whyte-McGear Road, thence over Whyte-McGear Road to junction unnumbered highway, thence over unnumbered highway to Fort Steilacoom, and return over the same route, serving no intermediate points, (81) between Seattle, and Tacoma, Wash., and Missoula, Mont., and Coulee Dam, Wash., serving all intermediate points between Ellensburg, Wash., and Missoula, Mont., and the towns contiguous to the site of Coulee Dam, Wash., as off-route points and the off-route points of Superior, Mont., and points within 10 miles thereof, (82) between Spokane, Wash., and Coeur d'Alene, Idaho, from Spokane over U.S. Highway 10 to Coeur d'Alene, and return over the same route, serving all intermediate points.

(83) Between Sandpoint, Idaho, and Missoula, Mont., from Sandpoint over U.S. Alternate Highway 10 to junction U.S. Highway 10, thence over U.S. Highway 10 to Missoula, and return over the same route, serving no intermediate points, (84) between Los Angeles, Calif., and Seattle, Wash., (a) from Los Angeles over U.S. Highway 99 to Sacramento, Calif., thence over U.S. Highway 99-E to junction unnumbered highway (formerly U.S. Highway 99-E) near Richvale, Calif., thence over unnumbered highway by way of Nelson and Durham, Calif., to junction U.S. Highway 99-E near Chico, Calif., thence over U.S. Highway 99-E to Red Bluff, Calif., (1) from Sacramento over U.S. Highway 99-W to Red Bluff, thence over U.S. Highway 99 to Shady Point, Oreg., thence over Oregon Secondary Highway 235 (formerly U.S. Highway 99) to junction U.S. Highway 99 north of Oakland, Oreg., thence over U.S. Highway 99 to junction Oregon Secondary Highway 235 (formerly U.S. Highway 99) thence over Oregon Secondary Highway 235 to junction Oregon Highway 38 (formerly U.S. Highway 99) thence over Oregon Highway 38 to Anlauf, Oreg., thence over U.S. Highway 99 to junction Oregon Highway 225 (formerly U.S. Highway 99) at or near Goshen, Oreg., thence over Oregon Highway 225 to junction U.S. Highway 126 (formerly U.S. Highway 99), thence over U.S. Highway 126 to Eugene, Oreg., thence over U.S. Highway 99 to junction U.S. Highway 99-W north of Junction City, Oreg., thence continue over U.S. Highway 99 (formerly U.S. Highway 99-

E), to junction Oregon Highway 164 (formerly U.S. Highway 99-E) south of Jefferson, Oreg., thence over Oregon Highway 164 to junction U.S. Highway 99 (formerly U.S. Highway 99-E) north of Jefferson, Oreg., thence over U.S. Highway 99 to junction U.S. Highway 99-E, thence over U.S. Highway 99-E to Portland, (2) from Junction City, Oreg., over U.S. Highway 99 to junction U.S. Highway 99-W, thence over U.S. Highway 99-W to junction U.S. Highway 99 (formerly U.S. Highway 99-W), and thence over U.S. Highway 99 to Portland, thence over U.S. Highway 99 to junction Washington Highway 1 (formerly U.S. Highway 99) at or near Olequa, Wash.

Thence over Washington Highway 1 by way of Toledo and Chehalis, Wash., to junction Washington Highway 9 (formerly U.S. Highway 99) at or near Centralia, Wash., thence over Washington Highway 9 to junction unnumbered highway (formerly U.S. Highway 99) at or near Grand Mound, Wash., thence over unnumbered highway by way of Tenino, Wash., to junction U.S. Highway 99 at or near Tumwater, Wash., thence over U.S. Highway 99 to Seattle, and return over the same route, serving the intermediate and off-route points of Fresno, Modesto, Stockton, Sacramento, and Redding, Calif., Ashland, Medford, Grants Pass, Roseburg, Eugene, Corvallis, Albany, Salem, and Portland, Oreg., Chehalis, Centralia, Olympia, and Tacoma, Wash., and those in the Los Angeles, Calif., commercial zone, as defined by the Commission, restricted to traffic moving between Washington and Oregon points, on the one hand, and, on the other, points in California, and the intermediate point of Klamath Falls, Oreg., restricted to traffic moving between Klamath Falls, on the one hand, and, on the other, points in the Los Angeles, Calif., commercial zone, and the Los Angeles Harbor commercial zone, as defined by the Commission, (85) between Weed, Calif., and Goshen, Oreg., from Weed over U.S. Highway 97 to junction Oregon Highway 58 approximately 8 miles north of Chemult, Oreg., thence over Oregon Highway 58 to Goshen, and return over the same route, serving no intermediate points, (86) between Woodburn and Salem, Oreg., from Woodburn over Oregon Highway 214 to junction Oregon Highway 213 (formerly Oregon Highway 211), thence over Oregon Highway 213 to Salem, and return over the same route, serving the intermediate point of Mt. Angel, Oreg., (87) between Wenatchee, Wash., and the plant site of the Aluminum Co. of America Reduction Plant (near Malaga, Wash., from Wenatchee over unnumbered county highway to the plant site of the Aluminum Co. of America Reduction Plant, and return over the same route, serving no intermediate points, (88) from Wenatchee, to Seattle, Wash., from Wenatchee over U.S. Highway 97 to junction U.S. Highway 10.

Thence over U.S. Highway 10 to Seattle, and return over the same route, serving no intermediate points, (89) from Palsades, Malaga, Orondo, Entiat, Olds, Peshastin, and Leavenworth, Wash., to Tacoma, Wash., from Palsades, Malaga, Orondo, Entiat, Olds,

Peshastin, and Leavenworth to junction U.S. Highway 10, thence over U.S. Highway 10 to Seattle, Wash., thence over U.S. Highway 99 to Tacoma, and return over the same routes, serving the intermediate point of Seattle, Wash., for delivery only, (90) from points in Washington and Oregon, to points in California, from Grandview, Sunnyside, Toppenish, Wapato, Yakima, Tieton, Wenatchee, Cashmere, Everett, Bellingham, Kent, Auburn, Sumner, Puyallup, Aberdeen, and Kalama, Wash., and Astoria, Hillsboro, Hood River, Wheeler, Newport, Reedsport, and Coos Bay, Oreg., thence to Oakland, San Francisco, Santa Barbara, and San Diego, Calif., and points in the Los Angeles, Calif., commercial zone and the Los Angeles Harbor, commercial zone, as defined by the Commission, and return over the same route, serving no intermediate points, (91) between Mary's Corner, and Yakima, Wash., from Mary's Corner over Washington Highway 5 by way of Kosmos, Packwood, and Rimrock, Wash., to junction U.S. Highway 410, thence over U.S. Highway 410 by way of Naches, Wash., to Yakima, and return over the same route, serving no intermediate points, (92) between Soap Lake, and Davenport, Wash., from Soap Lake over Washington Highway 7 to junction U.S. Highway 2 (formerly U.S. Highway 10) thence over U.S. Highway 2 to Davenport, and return over the same routes, serving no intermediate points, (93) between Junction Washington Highway 7 and U.S. Highway 10 (Washington Highway 18) near Burke Junction, Wash., and junction U.S. Highways 2 and 10 near Spokane, Wash., from junction Washington Highway 7 and U.S. Highway 10 over U.S. Highway 10 to junction U.S. Highway 2 (formerly U.S. Highway 10), and return over the same route, with no service at termini, and serving no intermediate points.

(94) Between Maryhill, Wash., and Weed, Calif., from Maryhill over U.S. Highway 97 to Weed, and return over the same route, serving no intermediate points, (95) between Portland, Oreg., and junction U.S. Highway 197 (formerly Oregon Highway 50) and U.S. Highway 97, approximately 10 miles southwest of Shaniko, Oreg., from Portland, over U.S. Highway 26 (formerly Oregon Highway 50) by way of Government Camp to junction Oregon Highway 52, thence over Oregon Highway 52 (formerly Oregon Highway 50) to Maupin, Oreg., thence over U.S. Highway 197 (formerly Oregon Highway 50) to junction U.S. Highway 97, and return over the same route, serving no intermediate points, but serving the junction of U.S. Highways 197 and 97 for joinder purposes only, (96) between junction U.S. Highway 26 (formerly Oregon Highway 50) and Oregon Highway 52 (formerly Oregon Highway 50) near Bear Springs, Oreg., and junction U.S. Highways 26 and 97 at or near Madras, Oreg., and return over the same route, serving no intermediate points, but serving the termini for joinder purposes only, (97) between junction Oregon Highway 58 and U.S. Highway 99 at Goshen, Oreg., and junction Oregon Highway 58 and U.S. Highway

97, approximately 10 miles north of Chemult, Oreg., from junction Oregon Highway 58 and U.S. Highway 99 over Oregon Highway 58 to junction U.S. Highway 97, and return over the same route, serving no intermediate points, but serving the junction of Oregon Highway 58 and U.S. Highway 97 for joinder purposes only, (98) between Woodland and Yuba City, Calif., from Woodland over California Highway 24 to Yuba City, and return over the same route, serving no intermediate points, (99) between Rickreall and Salem, Oreg., from Rickreall over Oregon Highway 22 to Salem, and return over the same route, serving no intermediate points, (100) between Monmouth, Oreg., and junction Oregon Highways 51 and 22, from Monmouth over Oregon Highway 51 to junction Oregon Highway 22, and return over the same route, serving no intermediate points, but serving the junction of Oregon Highways 51 and 22 for joinder purposes only.

(101) Between Corvallis and Albany, Oreg., from Corvallis, over U.S. Highway 20 to Albany, and return over the same route, serving no intermediate points, (102) between Troutdale, and Dodson, Oreg., from Troutdale, over new U.S. Highway 30 to Dodson, and return over the same route, serving no intermediate points and serving Dodson for joinder purposes only, (103) between the junction of The Dalles Bridge and U.S. Highway 30 near Seufert, Oreg., and the junction of The Dalles Bridge and U.S. Highway 830, near North Dalles, Wash., from junction The Dalles Bridge and U.S. Highway 30 over The Dalles Bridge to junction U.S. Highway 830, and return over the same route, serving no intermediate points, (104) between junction U.S. Highway 730 and Umatilla Bridge near Umatilla, Oreg., and Kennewick, Wash., from junction U.S. Highway 730 and Umatilla Bridge over said Bridge to Plymouth, Wash., thence over Washington Highway 8 to Kennewick, and return over the same route, serving no intermediate points, (105) between Tenino and Tacoma, Wash., from Tenino over Washington Highway 5-H to junction Washington Highway 5, thence over Washington Highway 5 to Tacoma, and return over the same route, serving no intermediate points, (106) between Weed, Calif., and Seattle, Wash., from Weed over U.S. Highway 97 to Tenaway, Wash., thence over U.S. Highway 10 to Seattle, and return over the same route, serving no intermediate points, (107) between Ashland, Oreg., and junction U.S. Highway 97 and Oregon Highway 66, from Ashland over Oregon Highway 66 to junction U.S. Highway 97 and return over the same route, serving no intermediate points, but serving the junction of U.S. Highway 97 and Oregon Highway 66 for joinder purposes only, (108) between Seattle, and Dryden, Wash., from Seattle, over U.S. Highway 99 to Everett, Wash., thence over U.S. Highway 2 to Dryden, and return over the same route, serving no intermediate points.

(109) Between Seattle, and Snohomish, Wash., from Seattle over Washington Highway 2 (Bothell Branch) to

Woodinville, Wash., thence over Washington Highway 1A through Day City to Snohomish, and return over the same route, serving no intermediate points, (a) between Factoria, and Woodinville, Wash., from Factoria over Washington Highway 2A (new) to junction unnumbered county road east of Bellevue, Wash., thence over unnumbered county road by way of Kenilworth to junction Washington Highway 2-D, thence over Washington Highway 2-D to Redmond, Wash., thence over Washington Highway 2 to Woodinville, and return over the same route, serving no intermediate points, (b) between Woodinville, and Duvall, Wash., from Woodinville over Washington Highway 2-C to Duvall, and return over the same route, serving no intermediate points, (c) between Redmond, and Cottage Lake, Wash., from Redmond, over an unnumbered county road to Cottage Lake, and return over the same route, serving no intermediate points, (d) between junction Washington Highway 2-C and unnumbered county road (approximately 1 mile west of Duvall, Wash.) and Monroe, Wash., from junction Washington Highway 2-C and unnumbered county road (approximately 1 mile west of Duvall) over unnumbered county road northerly to junction Washington Highway 15-B, thence over Washington Highway 15-B to Monroe, and return over the same route, serving no intermediate points, service over routes specified in (109) (a) through (d) above restricted to use of said routes as alternate routes and no service is authorized at any intermediate points or at any point named except that joinder is authorized between said routes at Cottage Lake, Duvall, Factoria, Monroe, Redmond, Seattle, Snohomish, Woodinville, and the junction of Washington Highway 2-C and an unnumbered county road approximately 1 mile west of Duvall, Wash., (110) between points in Klickitat and Skamania Counties, Wash., and points in Hood River and Wasco Counties, Oreg., (a) from points in Skamania and Klickitat Counties, Wash., and points in Hood River and Wasco Counties, Oreg., to Portland and Astoria, Oreg., and points in Clark County, Wash.

(b) From Bingen, Wash., and points within 15 miles thereof, to Portland, Oreg., and points in Oregon within 30 miles thereof, (c) from points in California on and south of U.S. Highway 50, to points in Oregon, and Washington, (d) from Medford, Grants Pass, Roseburg, Corvallis, Salem, Portland, Goshen, Astoria, Hillsboro, Hood River, Wheeler, Newport, Reedsport, Coos Bay (formerly Marshfield), Ashland, and Albany, Oregon, and Seattle, Chehalis, Centralia, Olympia, Tacoma, Grandview, Sunnyvale, Toppenish, Wapato, Yakima, Tieton, Wenatchee, Cashmere, Everett, Bellingham, Kent, Auburn, Sumner, Puyallup, Aberdeen, and Kalama, Wash., to points in California on and south of U.S. Highway 50 (except San Francisco, Oakland, Sacramento, and San Jose), (e) from Olympia, Wash., to points in California (except those points in which applicant may serve in regular route operations to and from Olympia, Wash.),

(f) from points in California, to Olympia, Wash., and (g) from points in Washington in and west of Whatcom, Skagit, Chelan, Kittitas, Yakima, and Klickitat Counties (except points in Clallam, Jefferson, Kitsap, and Mason Counties), (1) from points in Oregon in and west of Wasco, Jefferson, Deschutes, and Klamath Counties (except points in Coos, Curry, Douglas, Jackson, and Josephine Counties), to points in California, (111) from McClellan Air Force Base located at McClellan, Calif., over unnumbered highway to junction U.S. Highway 99-E, thence over U.S. Highway 99-E to junction unnumbered highway (formerly U.S. Highway 99-E) near Richvale, Calif., thence over unnumbered highway by way of Nelson and Durham, Calif., to junction U.S. Highway 99-E near Chico, Calif., thence over U.S. Highway 99-E to Red Bluff, Calif., thence over U.S. Highway 99 to Shady Point, Oreg., thence over Oregon Secondary Highway 235 (formerly U.S. Highway 99) to junction U.S. Highway 99 north of Oakland, Oreg.

Thence over U.S. Highway 99 to junction Oregon Secondary Highway 235 (formerly U.S. Highway 99), thence over Oregon Secondary Highway 235 to junction Oregon Highway 38 (formerly U.S. Highway 99), thence over Oregon Highway 38 to Anlauf, Oreg., thence over U.S. Highway 99 to junction Oregon Highway 225 (formerly U.S. Highway 99) at or near Goshen, Oreg., thence over Oregon Highway 225 to junction U.S. Highway 126 (formerly U.S. Highway 99), thence over U.S. Highway 126 to Eugene, Oreg., thence over U.S. Highway 99 to junction U.S. Highway 99-W north of Junction City, Oreg., thence continue over U.S. Highway 99 (formerly U.S. Highway 99-E) to junction Oregon Highway 164 (formerly U.S. Highway 99-E), south of Jefferson, Oreg., thence over Oregon Highway 164 to junction U.S. Highway 99 (formerly U.S. Highway 99-E) north of Jefferson, Oreg., thence over U.S. Highway 99 to junction U.S. Highway 99-E, thence over U.S. Highway 99-E to Portland, (a) from junction U.S. Highways 99-W and 99 (formerly U.S. Highway 99-E) north of Junction City, Oreg., over U.S. Highway 99-W to junction U.S. Highway 99 (formerly U.S. Highway 99-W), and thence over U.S. Highway 99 to Portland, thence over U.S. Highway 99 to junction Washington Highway 1 (formerly U.S. Highway 99), at or near Olequa, Wash., thence over Washington Highway 1 by way of Toledo and Chehalis, Wash., to junction Washington Highway 9 (formerly U.S. Highway 99) at or near Centralia, Wash., thence over Washington Highway 9 to junction unnumbered highway (formerly U.S. Highway 99) at or near Grand Mound, Wash., thence over unnumbered highway by way of Tenino, Wash., to junction U.S. Highway 99 at or near Tumwater, Wash., thence over U.S. Highway 99, to Seattle, and return over the same route, serving no intermediate points, (112) serving the Tleska Dam site, located at or near Bliss, Idaho, an off-route point in connection with applicant's authorized regular route operations to and from Bliss, Idaho, (a) serv-

ing points on and within (15) miles of an unnumbered highway between Rupert and Minidoka, Idaho (except those points applicant is otherwise authorized to serve and except Minidoka and Acequia, Idaho), as off-route points in connection with applicants authorized regular route operations to and from Rupert, Idaho.

(113) Between Salt Lake City, Utah, and Boise, Idaho, (a) from Salt Lake City over U.S. Highway 91 to Brigham City, Utah (also, from junction U.S. Highway 91 and Utah Highway 106 (formerly Alternate U.S. Highway 91) over Utah Highway 106 by way of Bountiful, Utah, to junction U.S. Highway 91, and thence over U.S. Highway 91 to Brigham City, Utah), and thence over U.S. Highway 30-S to Burley, Idaho, and thence over U.S. Highway 30 to Boise, and return over the same route, serving all intermediate points, and the off-route points of Magna, Garfield, Murray, Midvale, and Provo, Utah, (b) between Burley, and Paul, Idaho, from Burley over unnumbered highway to Paul, and return over the same route, serving all intermediate points, (c) between Tremonton, Utah, and St. Anthony, Idaho, from Tremonton over U.S. Highway 191 (formerly Utah Highway 41) to the Utah-Idaho State line, thence over U.S. Highway 191 (formerly Idaho Highway 36) to Downey, Idaho, thence over U.S. Highway 91 to Idaho Falls, Idaho, and thence over U.S. Highway 191 to St. Anthony, and return over the same route, serving all intermediate points, (d) between Brigham City, Utah, and Downey, Idaho, from Brigham City, over U.S. Highway 91 to Downey, (1) from Brigham City over Utah Highway 69 (formerly U.S. Highway 89) to Logan, Utah, and thence over U.S. Highway 91, to Downey, and return over the same route, serving all intermediate points, (e) between Pocatello, and Bliss, Idaho, from Pocatello over U.S. Highway 30-N to junction Idaho Highway 25, thence over Idaho Highway 25 to junction Idaho Highway 46 (formerly Idaho Highway 25), thence over Idaho Highway 46 to Gooding, Idaho, and thence over Idaho Highway 24 to Bliss, and return over the same route, serving all intermediate points, (f) between Twin Falls, and Jerome, Idaho, from Twin Falls, over U.S. Highway 93 to junction Idaho Highway 79 (formerly U.S. Highway 93) and thence over Idaho Highway 70 to Jerome, and return over the same route, serving all intermediate points, (g) between Rupert, and Burley, Idaho, from Rupert, over U.S. Highway 30-N to Burley, and return over the same route, serving all intermediate points.

(h) Between Blackfoot, Idaho, and the nearest point on unnumbered highway (formerly U.S. Highway 20) within the Reservation of the U.S. Atomic Energy Reactor Testing Station, from Blackfoot over unnumbered highway (formerly U.S. Highway 20) to the nearest point on above described highway within the specified reservation, and return over the same route, serving no intermediate points, but serving the off-route points of the U.S. Atomic Energy Reactor Testing Station, and points

within the U.S. Atomic Energy Reactor Testing Station Reservation, (i) between Wendell, and Bliss, Idaho, from Wendell over Idaho Highway 25 to Bliss, and return over the same route serving all intermediate points, (j) between junction U.S. Highway 191 and U.S. Highway 26 (formerly Idaho Highway 29) and Palisades Dam site, from junction U.S. Highway 191 and U.S. Highway 26 (formerly Idaho Highway 29) over U.S. Highway 26 to the Palisades Dam site, and return over the same route, serving the intermediate and off-route points within 5 miles of the Palisades Dam site, and serving the intermediate point of Ririe, Idaho, with service to Ririe, Idaho, restricted to the pickup or delivery of shipments moving to or from the Palisades Dam site or points within 5 miles thereof, (k) between Mountain Home, Idaho, and the plant site of the C. J. Strike Dam of the Idaho Power Co., from Mountain Home, over Idaho Highway 51, approximately 4 miles to junction unnumbered highway, thence over unnumbered highway in a westerly direction, approximately 14 miles to junction unnumbered highway, and thence over said unnumbered highway to the site of the C. J. Strike Dam, and return over the same route, serving the intermediate and off-route points within 1 mile of the C. J. Strike Dam.

(1) Between junction U.S. Highway 30 and unnumbered highway, and the plant site of the C. J. Strike Dam of the Idaho Power Co., from junction U.S. Highway 30 and unnumbered highway, at a point approximately 20 miles northwest of Mountain Home, Idaho, over unnumbered highway a distance of approximately 20 miles to junction unnumbered highway, and thence over said unnumbered highway for a distance of approximately 8 miles, to the site of the C. J. Strike Dam, and return over the same route, serving the intermediate and off-route points within 1 mile thereof, restricted to service authorized in routes (k) and (l) above, is subject to the condition that no traffic originating at Salt Lake City, Utah, shall be transported over the above described routes, (m) between Gooding, and Idaho Falls, Idaho, from Gooding over Idaho Highway 24 to Shoshone, Idaho, thence over Alternate U.S. Highway 93 to Carey, Idaho, thence over U.S. Highway 20 to junction highway (known as Idaho Falls-Twin Buttes Highway), approximately 6 miles northwest of Midway (Atomic City), Idaho, and thence over Idaho Falls-Twin Buttes Highway to Idaho Falls, and return over the same route, serving no intermediate points, (n) between Jerome, and Idaho Falls, Idaho, from Jerome over Idaho Highway 25 (formerly U.S. Highway 93) to junction U.S. Highway 93, thence over U.S. Highway 93 to Shoshone, Idaho, thence over Alternate U.S. Highway 93 to Carey, Idaho, thence over U.S. Highway 20 to junction highway (known as Idaho Falls-Twin Buttes Highway) approximately 6 miles northwest of Midway (Atomic City), Idaho, and thence over Idaho Falls-Twin Buttes Highway to Idaho Falls, and return over the same route, serving no intermediate points, (o) between Gooding, and Blackfoot, Idaho, from Gooding over Idaho

Highway 24 to Shoshone, Idaho, thence over Alternate U.S. Highway 93 to Carey, Idaho, thence over U.S. Highway 20 to junction unnumbered highway (formerly U.S. Highway 20), and thence over unnumbered highway to Blackfoot, and return over the same route, serving no intermediate points, and (p) between Jerome, and Blackfoot, Idaho, from Jerome, over Idaho Highway 25 (formerly U.S. Highway 93) to junction U.S. Highway 93, thence over U.S. Highway 93 to Shoshone, Idaho.

Thence over Alternate U.S. Highway 93 to Carey, Idaho, thence over U.S. Highway 20 to junction unnumbered highway (formerly U.S. Highway 20), and thence over unnumbered highway to Blackfoot, and return over the same route, serving no intermediate points, (114) between Boise and Lucky Peak Dam, Idaho, from Boise, over Idaho Highway 21 to Lucky Peak Dam, located approximately ten (10) miles northeast of Boise, and return over the same route, serving all intermediate points, (115) between Sugar and Victor, Idaho, from Sugar, over Idaho Highway 33 (formerly Alternate U.S. Highway 20) to Victor, and return over the same route, serving the intermediate points of Teton, Newdale, Clements, Tetonia, and Driggs, Idaho, and the off-route points of Drummond and Felt, Idaho, (b) between Idaho Falls, and Ammon, Idaho, from Idaho Falls east over an unnumbered highway (called Ammon Road), approximately three (3) miles, thence south over an unnumbered highway approximately nine-tenths of a mile to Ammon, and return over the same route, serving all intermediate points, (c) between Boise, and New Meadows, Idaho, from Boise, over Idaho Highway 44 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction U.S. Highway 30-N, thence over U.S. Highway 30-N to Weiser, Idaho, and thence over U.S. Highway 95 to New Meadows, and return over the same route, serving all intermediate points, (d) between Emmett, and New Meadows, Idaho, from Emmett over Idaho Highway 52 to junction U.S. Highway 30, and thence over U.S. Highway 30 to junction U.S. Highway 30-N, thence over U.S. Highway 30-N to Weiser, Idaho, and thence over U.S. Highway 95 to New Meadows, and return over the same route, serving all intermediate points, (e) between Ontario, Oreg., and Payette, Idaho, from Ontario over U.S. Highway 30 to junction U.S. Highway 95, and thence over U.S. Highway 95 to Payette, and return over the same route, serving all intermediate points, (f) between Ontario, Oreg., and Weiser, Idaho, from Ontario, over U.S. Highway 30 to junction U.S. Highway 30-N, near Weiser, Idaho, and thence over U.S. Highway 30-N to Weiser, and return over the same route, serving all intermediate points.

(g) Between New Meadows, and McCall, Idaho, from New Meadows, over Idaho Highway 15 to McCall, and return over the same route, serving all intermediate points, and the off-route points of Old Meadows and Sylvan Beach, Idaho, restricted to service over routes shown above in (c) through (f) inclusive, against pick-up or delivery of traffic at Ontario, Oreg., and Weiser, and Payette,

Idaho, when moving to or from Ontario, Oreg., Weiser, or Payette, Idaho, and at New Meadows and Boise, Idaho, when moving to or from New Meadows or Boise, Idaho, (h) between Boise, Idaho, and the Idaho-Oregon State line, (a) from Boise over Idaho Highway 44 to junction U.S. Highway 30, thence over U.S. Highway 30 to Caldwell, Idaho, and thence over Idaho Highway 19 by way of Homedale, Idaho, to the Idaho-Oregon State line, and return over the same route, serving the intermediate points of Meridian, Nampa, Caldwell, Homedale, Marsing, Eagle, Star, and Middletown, Idaho, and the off-route points of Greenleaf, Wilder, and Houston, Idaho, (b) from Boise over U.S. Highway 30 to Caldwell, thence over unnumbered highway to junction Idaho Highway 72, thence over Idaho Highway 72 to junction U.S. Highway 95, thence over U.S. Highway 95 to Homedale, Idaho, and thence over Idaho Highway 19 to the Idaho-Oregon State line, and return over the same route, serving the intermediate and off-route points specified above in (1), (1) between Boise, and Emmett, Idaho, from Boise over Idaho Highway 44 to junction Idaho Highway 16 and thence over Idaho Highway 16 to Emmett, and return over the same route, serving the intermediate point of Eagle, Idaho, (j) between Boise, and New Meadows, Idaho, from Boise, over Idaho Highway 44 to junction Idaho Highway 15, and thence over Idaho Highway 15 to New Meadows, and return over the same route, serving all intermediate points, and the off-route points of Roseberry, Norwood, and Sylvan Beach, Idaho, (116) between Twin Falls and Clayton, Idaho, from Twin Falls over U.S. Highway 93 to Shoshone, thence over Alternate U.S. Highway 93 to Tikura, Idaho, thence over unnumbered highway to Picabo, Idaho, thence over Idaho Highway 23 (formerly Idaho Highway 22) to Bellevue, Idaho (1) from Shoshone, Idaho, over U.S. Highway to Bellevue, Idaho, and thence over U.S. Highway 93 to Clayton, and return over the same route, serving the intermediate points of Shoshone, Richfield, Picabo, Gannett, Bellevue, Ketchum, and Halley, Idaho, and points between Ketchum and Halley, Idaho, and points between Ketchum and Clayton, Idaho, and the off-route points within fifteen (15) miles of the specified routes between Clayton and Shoshone, Idaho.

(117) Between Salmon, Idaho, and Missoula, Mont., from Salmon, over U.S. Highway 93 to Missoula, and return over the same route, serving all intermediate points, (118) between Roberts and Rigby, Idaho, (a) from Roberts over Idaho Highway 48 to Rigby, and return over the same route, serving all intermediate points, and (b) between Idaho Falls, and Salmon, Idaho, from Idaho Falls, over U.S. Highway 91 to junction Idaho Highway 28, and thence over Idaho Highway 28 to Salmon, and return over the same route, serving all intermediate points without restriction, off-route point of Ammon, Idaho, and the plant site of the Atomic Energy Reactor Testing Plant, and Reservation and Naval Proving Grounds, located near Arco, Idaho, through all gateways thereto restricted against the interchange of commodities

at Idaho Falls, Idaho, destined to or originating at said Reservation, (c) between junction U.S. Highway 91 and Utah Highway 84, at Roy, Utah, and junction U.S. Highway 91 and Utah Highway 84, at Hot Springs, Utah, from junction U.S. Highway 91 and Utah Highway 84 over Utah Highway 84 to junction U.S. Highway 91, and return over the same route, serving no intermediate points, for operating convenience only, in connection with applicant's authorized regular route authority between Salt Lake City, Utah, and Boise, Idaho, (d) between Ogden, Utah, and junction 12th Street and Utah Highway 84, from Ogden over 12th Street to junction Utah Highway 84, and return over the same route, serving no intermediate points, for operating convenience only, in connection with applicant's authorized regular route authority between Salt Lake City, Utah, and Boise, Idaho, and serving junction 12th Street and Utah Highway 84, for the purpose of joinder only, and (e) between Ogden, Utah, and junction Utah Highways 38 and 84, from Ogden over Utah Highway 38 to junction Utah Highway 84, and return over the same route, serving no intermediate points, for operating convenience only, in connection with applicant's authorized regular route authority between Salt Lake City, Utah, and Boise, Idaho, (f) between junction U.S. Highway 30 and Idaho Highway 52, located near New Plymouth, and Payette, Idaho, from junction U.S. Highway 30 and Idaho Highway 52 over Idaho Highway 52 to Payette, and return over the same route, serving no intermediate points, for operating convenience only.

(g) Between Boise and Caldwell, Idaho, from Boise over U.S. Highway 20 to Caldwell, and return over the same route, serving no intermediate points, for operating convenience only, (h) between on-rail points in Idaho which carrier is authorized to serve as shown in routes (a) through (g) above, on the one hand, and, on the other, Civilian Conservation Corps camps located in that part of Blaine County, Idaho, south of a line beginning at the northeast corner of Minidoka County, Idaho, and extending to the northwest corner of Power County, Idaho, and points in Boise, Ada, Elmore, Gooding, Owyhee, Twin Falls, Jerome, Lincoln, Minidoka, Cassia, Power, Oneida, Franklin, Bingham, Bannock, Bonneville, Madison, and Fremont Counties, Idaho (except those camps located on U.S. Highway 30 west of Boise, Idaho, camps on U.S. Highway 20, west of Boise, Idaho, camps on Idaho Highway 72 (formerly Idaho Highway 20) west of Nampa, Idaho, camps on U.S. Highway 93 south of Twin Falls, Idaho, camps on Idaho Highway 25 (formerly U.S. Highway 93) and U.S. Highway 93 between Jerome and Bellevue, Idaho, camps on U.S. Highway 30-N east of McCammon, Idaho, camps on U.S. Highway 191 north of St. Anthony, Idaho, camps on U.S. Highway 91 north of Idaho Falls, Idaho, and camps located on a line beginning at Bellevue, Idaho, and extending along Idaho Highway 23 (formerly Idaho Highway 22) to Carey, Idaho, thence along U.S. Highway 20 to junction unnumbered highway (formerly

U.S. Highway 20), and thence along unnumbered highway to Blackfoot, Idaho, (119) serving the Glen Canyon Dam site in Arizona (on the Colorado River near the Arizona-Utah State line) and points within ten (10) miles thereof, as off-route points in connection with applicant's authorized regular route authority between Salt Lake City, Utah, and Las Vegas, Nev., (120) between Stockton, and Los Angeles, Calif., from Stockton over U.S. Highway 99 to Los Angeles, and return over the same route, serving all intermediate points.

(121) Serving the plantsite of the Thiokol Chemical Corp., located approximately ten (10) miles west of Corinne, Utah, as an off-route point in connection with applicant's authorized regular route operations (1) between Brigham, Utah, and Downey, Idaho, (2) between Salt Lake City, Utah, and Boise, Idaho, and (3) between Tremonton, Utah, and Downey, Idaho, (122) serving the Ice Harbor Dam site near Pasco, Wash., and points within fifteen (15) miles thereof as intermediate and off-route points in connection with applicant's authorized regular route operations (1) between Portland, Oreg., and Pasco, Wash., (2) between Portland, Oreg., and Spokane, Wash., and (3) between Buena, and Atalia, Wash., (123) between Boise, Idaho, and Hells Canyon Dam site, Oreg., from Boise over U.S. Highway 20 to Caldwell, Idaho, thence over U.S. Highway 30 to junction U.S. Highway 95, thence over U.S. Highway 95 to Cambridge, Idaho, thence over unnumbered highway to Brownlee Dam site, near Brownlee, Oreg., thence over unnumbered highway in a northerly direction to Oxbow Dam site near Homestead, Oreg., thence over said unnumbered highway in a northerly direction to Hells Canyon Dam site, and return over the same route, serving the intermediate points of Brownlee and Oxbow Dam sites, Oreg., and the off-route points in Oregon and Idaho within five (5) miles of Brownlee, Oxbow, and Hells Canyon Dam sites, (124) between Kansas City, and Wichita, Kans., from Kansas City over Kansas Turnpike to Wichita, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's authorized regular route authority between Kansas City, and Wichita, Kans., but serving the interchange points near Lawrence, Topeka, Emporia, and El Dorado, Kans., for the purpose of joinder only, (125) between points in the Los Angeles, Calif., commercial zone, the Los Angeles Harbor, Calif., commercial zone, as defined by the Commission, and Fontana, Calif., (a) from the Los Angeles, commercial zone, and Los Angeles Harbor commercial zone, over U.S. Highway 70 to junction Sierra Avenue (near Bloomington, Calif.) and thence over Sierra Avenue to Fontana, and return over the same route, serving all intermediate points, and the off-route points of Wilmer, Covina, Claremont, and Kaiser, Calif., and (b) from Los Angeles, commercial zone, and Los Angeles Harbor commercial zone, over Valley Boulevard and Pomona Boulevard by way of Rosemead, El Monte, Puente, Walnut, and

Spadra, Calif., to junction U.S. Highway 70, at Pomona, Calif., and thence over the above specified route to Fontana, and return over the same route, serving all intermediate points and the off-route points of Wilmer, Covina, Claremont, and Kaiser, Calif.

(126) Between points within 25 miles of Huntington Park, Calif., including Huntington Park, Calif., (127) between junction U.S. Highway 24 and Kansas Highway 18 near Bogue, Kans., and Junction City, Kans., (a) from junction U.S. Highway 24 and Kansas Highway 18 near Bogue over Kansas Highway 18 to Junction City, and return over the same route, serving no intermediate points but serving the junction of U.S. Highway 24 and Kansas Highway 18 for the purpose of joinder only, and (b) between Junction City, and Topeka, Kans., from Junction City over relocated U.S. Highway 40 to Topeka, and return over the same route, serving no intermediate points, (128) serving the site of the Natural Storage Co., Inc., warehouse at Loring, Kans., as an off-route point in connection with applicant's authorized regular route authority between Kansas City, Mo., and Denver, Colo., restricted to pickup of shipments only and further restricted to transportation of traffic originating at the described warehouse and destined to points west of the Kansas-Colorado State line, (129) between Santaquin, Utah, and junction U.S. Highway 50, and U.S. Highway 93, southeast of Ely, Nev., from Santaquin over U.S. Highway 50 to junction U.S. Highway 93, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular route authority, (130) serving the site of the Little Mountain, Utah Production Testing Facility of the Marquardt Aircraft Co., approximately eleven (11) miles west of Ogden, Utah, as an off-route point in connection with applicant's authorized regular route authority over U.S. Highway 91, (131) between Echo, Utah, and junction U.S. Highways 189 and 40 near Kimball Junction, Utah, (a) from Echo over U.S. Highway 189 to junction U.S. Highway 40 near Kimball Junction, and return over the same route, serving no intermediate points, and serving the termini for purpose of joinder only, and (b) between Heber, and Provo, Utah, from Heber over U.S. Highway 189 to Provo, and return over the same route, serving no intermediate points, and serving the termini for purpose of joinder only.

(132) From Portland, Oreg., to Ontario, Oreg., (a) from Portland, over U.S. Highway 30 to Ontario (1) from Portland over U.S. Highway 30 By-Pass to junction U.S. Highway 30, thence over U.S. Highway 30 to Ontario, and return over the same route, serving no intermediate points, (b) from Pasco, Wash., to junction U.S. Highways 395 and 30, from Pasco over U.S. Highway 395 to junction U.S. Highway 30, and return over the same route serving no intermediate points, and serving junction U.S. Highways 30 and 395 as a point of joinder only, and (c) from Prosser, Wash., to junction Oregon Highway 32 (formerly unnumbered Oregon highway) and U.S.

Highway 30, located at or near Stanfield, Oreg., from Prosser over Washington Highway 8 to Plymouth, Wash., thence over Umatilla Bridge to unnumbered Oregon Highway, thence over unnumbered Oregon highway to Hermiston, Oreg., and thence over Oregon Highway 32 (formerly unnumbered Oregon highway) by way of Stanfield, to junction U.S. Highway 30, and return over the same route, serving no intermediate points, and serving junction Oregon Highway 32 and U.S. Highway 30 as a point of joinder only, restricted to the transportation of shipments to points east and south of Denver, Colo., (133) serving intercontinental ballistic missile launching sites located in Wyoming within twenty-five (25) miles of Cheyenne, Wyo., as off-route points in connection with applicant's authorized regular route operations to and from Cheyenne, Wyo., (134) between points in Washington, Oregon, and California, (a) from points in Washington and Oregon, to points in Idaho, Utah, Arizona, Montana, Wyoming, Michigan, Indiana, and Ohio, (b) from points in California to points in Utah, Nebraska, Iowa, Minnesota, Wisconsin, Michigan, Indiana, and Ohio and (c) from points in Washington, to points in Oregon, California, Idaho, Utah, Arizona, Montana, Wyoming, Michigan, Indiana, and Ohio, (135) between junction of U.S. Highway 30 and California Legislative Highway 90 near Vacaville, Calif., and junction U.S. Highway 99-W and California Legislative Highway 90, from junction U.S. Highway 40 and California Legislative Highway 90 over California Legislative Highway 90 to junction U.S. Highway 99-W, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, and serving the terminus for the purpose of joinder only, (136) from Gallup, N. Mex., to points in Clark County, Nev.

(137) From the plant site of the Dow Chemical Co. located within approximately 9 miles of the city limits of Denver, Colo., to points in Wyoming, (138) between the north city limits of Los Angeles, Calif., and junction California Highway 27 and Alternate U.S. Highway 101 northwest of Santa Monica, Calif., (a) from the north city limits of Los Angeles over California Highway 27 to junction Alternate U.S. Highway 101, and return over the same route, serving all intermediate points, (b) between Topanga Beach, and El Segundo, Calif., from Topanga Beach over Alternate U.S. Highway 101 to El Segundo, and return over the same route, serving all intermediate points, (c) between San Fernando, and Newport Beach, Calif., from San Fernando over California Highway 7 to junction Alternate U.S. Highway 101, thence over Alternate U.S. Highway 101 to Newport Beach, and return over the same route, serving all intermediate points, (d) between San Fernando and Pasadena, Calif., from San Fernando, over California Highway 118 to Pasadena, and return over the same route, serving all intermediate points, (e) between junction U.S. Highway 66 and California Highway 30, and Yucaipa, Calif., from junction U.S. Highway 66

and California Highway 30 over California Highway 30 to San Bernardino, Calif., thence over California Highway 190 to junction unnumbered highway north of Yucaipa, Calif., thence over unnumbered highway to Yucaipa, and return over the same route, serving all intermediate points, (f) between Pasadena, and Long Beach, Calif., from Pasadena over California Highway 19 to Long Beach, and return over the same route, serving all intermediate points, (g) between Pomona, and Fullerton, Calif., from Pomona, over California Legislative Highway 19 to Fullerton, and return over the same route, serving all intermediate points, (h) between Colton, and Yucaipa, Calif., from Colton over Redlands Road to Yucaipa, and return over the same route, serving all intermediate points, (i) between junction U.S. Highways 99 and 60, west of Pomona, Calif., and Riverside, Calif., from junction U.S. Highways 99 and 60 over U.S. Highway 60 to Riverside, and return over the same route, serving all intermediate points, (j) between Los Angeles, Calif., and Anaheim, Calif., from Los Angeles, over California Legislative Highway 2 by way of Whittier, Calif., to Anaheim, and return over the same route serving all intermediate points.

(k) Between Baldwin Park, Calif., and junction California Highways 35 and 22, from Baldwin Park over California Highway 35 to junction California Highway 22, and return over the same route, serving all intermediate points, (l) between Long Beach, and Santa Ana, Calif., from Long Beach, over California Highway 22 to Santa Ana, and return over the same route, serving all intermediate points, (m) between Buena Park, and Huntington Beach, Calif., from Buena Park, over California Highway 39 to Huntington Beach, and return over the same route, serving all intermediate points, (n) between Long Beach, and Anaheim, Calif., from Long Beach over U.S. Highway 91 to Anaheim, and return over the same route, serving all intermediate points, (o) between Claremont, and Corona, Calif., from Claremont over California Highway 71 to Corona, and return over the same route, serving all intermediate points, (p) between Brea, Calif., and junction California Legislative Highway 176 and U.S. Highway 91, from Brea over California Legislative Highway 176 to junction U.S. Highway 91, and return over the same route, serving all intermediate points, (q) between Brea, Calif., and junction California Legislative Highway 177 and California Highway 71, from Brea over California Legislative Highway 177 to junction California Highway 71, and return over the same route, serving all intermediate points, (r) between Upland, Calif., and junction California Legislative Highway 19 and California Highway 71, from Upland over California Legislative Highway 192 to junction California Highway 71 and return over the same route, serving all intermediate points, (s) between Corona, Calif., and junction California Highway 193, and U.S. Highway 60, from Corona over California Legislative Highway 193 to junction U.S. Highway 60, and return over the same route, serving all inter-

mediate points, (t) between Newport Beach, and San Bernardino, Calif., from Newport Beach over California Highway 55 to junction U.S. Highway 91, thence over U.S. Highway 91 to San Bernardino, and return over the same route, serving all intermediate points.

(u) Between Buena Park, and Brea, Calif., from Buena Park over California Highway 39 to La Habra, Calif., thence over California Legislative Highway 176 to Brea, and return over the same route, serving all intermediate points, (v) between San Bernardino and Verdemon, Calif., from San Bernardino over U.S. Highway 66 to junction U.S. Highway 395, thence over U.S. Highway 395, to junction California Legislative Highway 191, thence over California Legislative Highway 191 to Verdemon, and return over the same route, serving all intermediate points, (w) between Los Angeles, and San Diego, Calif., (1) from Los Angeles over U.S. Highway 101 to San Diego, and return over the same route, and (2) from Los Angeles over U.S. Highway 6 to junction Alternate U.S. Highway 101, thence over Alternate U.S. Highway 101 to junction U.S. Highway 101, thence over U.S. Highway 101, to San Diego, and return over the same route, serving intermediate points between Los Angeles and Newport Beach, Calif., and between Los Angeles and Santa Ana, Calif., inclusive, (139) between Kearney, Nebr., and Belleville, Kans., from Kearney south over Nebraska Highway 44 to junction U.S. Highway 6, thence east over U.S. Highway 6 to junction Nebraska Highway 14, thence south over Nebraska Highway 14 to junction Nebraska Highway 3, thence east over Nebraska Highway 3 to junction U.S. Highway 81, to Belleville, and return over the same route, serving no intermediate points and serving Belleville, Kans., as a point of joinder only, (140) from Seattle, Wash., to Salt Lake City, Utah, serving all intermediate points in Washington, restricted to pickup only those in Oregon for pickup and delivery, and those in Idaho and Utah restricted to delivery only.

(141) From Salt Lake City, Utah to Seattle, Wash., serving all intermediate points in Utah restricted to pickup only, those in Idaho east of Burley, Idaho (including Burley) for pickup and delivery, and those in Idaho west of Burley, Idaho, and in Oregon and Washington restricted to delivery only, (142) between Hastings and York, Nebr., (a) from Hastings, over U.S. Highway 281 to Grand Island, Nebr., thence over U.S. Highway 30 to Columbus, Nebr., thence over U.S. Highway 81 to York, and return over the same route, serving all intermediate points, (b) between Omaha, Nebr., and junction Nebraska Highway 5, and U.S. Highway 275, from Omaha over Nebraska Highway 8 to junction U.S. Highway 275, and return over the same route, serving all intermediate points, (c) between South Sioux City, Nebr., and junction U.S. Highways 77 and 275, from South Sioux City, over U.S. Highway 77 to junction U.S. Highway 275 at a point approximately 1 mile south of Winslow, Nebr., and return over the same route, serving all intermediate points, (d) be-

tween Oakland, and Tekamah, Nebr., from Oakland, over Nebraska Highway 32 to Takamah, and return over the same route, serving all intermediate points, (e) between Winnebago, and Omaha, Nebr., from Winnebago, over U.S. Highway 73 by way of Tekamah, Nebr., to Omaha, and return over the same route serving all intermediate points, (f) between Omaha, Nebr., and Chicago, Ill., from Omaha over U.S. Highway 75 to Missouri Valley, Iowa, thence over U.S. Highway 30 to junction Iowa Highway 212, thence over Iowa Highway 212 to Belle Plaine, Iowa, thence over Iowa Highway 131 to junction U.S. Highway 30, thence over U.S. Highway 30 to Clinton, Ill., thence over Alternate U.S. Highway 30 by way of Fulton, Ill., to junction U.S. Highway 30, thence over U.S. Highway 30 to junction unnumbered highway about 4 miles east of Round Grove, Ill., thence over unnumbered highway by way of Emerson, Ill., to junction Alternate U.S. Highway 30.

Thence over Alternate U.S. Highway 30 to junction unnumbered highway east of Sterling, Ill., thence over unnumbered highway by way of Prairieville, and Palmyra, Ill., to junction Alternate U.S. Highway 30, thence over Alternate U.S. Highway 30 to Chicago, and return over the same route, serving all intermediate points without restriction, (g) between Minneapolis, Minn., and junction U.S. Highways 65 and 30, from Minneapolis, over U.S. Highway 65 to junction U.S. Highway 30, and return over the same route, serving all intermediate points, points in the Minneapolis-St. Paul, Minn., commercial zone as defined by the Commission, and the off-route points of Chemolite, Minn., without restriction, (h) between Missouri Valley, Iowa, and St. Paul, Minn., from Missouri Valley over U.S. Highway 75 by way of Sioux City, Iowa, to Le Mars, Iowa, thence over Iowa Highway 33 to Sheldon, Iowa, thence over U.S. Highway 18 to Spencer, Iowa, thence over U.S. Highway 71 to Jackson, Minn., thence over U.S. Highway 16 to Fairmont, Minn., thence over Minnesota Highway 15 to Madella, Minn., thence over Minnesota Highway 60 to Mankato, Minn., thence over Minnesota Highway 22 (formerly U.S. Highway 169) to St. Peter, Minn., thence over U.S. Highway 169 to junction unnumbered highway (formerly U.S. Highway 169) west of Le Sueur, Minn., thence over unnumbered highway across the Minnesota River to Le Sueur, thence north over Minnesota Highway 112 (formerly U.S. Highway 169), to junction U.S. Highway 169, thence over U.S. Highway 169, to Minneapolis, Minn., thence over U.S. Highway 12 to St. Paul, and return over the same route, serving all intermediate points, points in the Minneapolis-St. Paul, Minn., commercial zone, as defined by the Commission, and the off-route points of Chemolite, Minn., without restriction, (i) between Mankato, Minn., and junction U.S. Highways 169 and 30, from Mankato over U.S. Highway 169 to junction Iowa Highway 320 (formerly U.S. Highway 169), thence over Iowa Highway 320 to junction Iowa Highway 413 (formerly U.S. Highway 169), thence over Iowa Highway 413 to Fort Dodge,

Iowa, thence over U.S. Highway 169 to junction U.S. Highway 30, and return over the same route, serving all intermediate points.

(j) Between Owatonna, Minn., and junction Iowa Highway 57 and U.S. Highway 65, from Owatonna, over U.S. Highway 218 to Cedar Falls, Iowa, thence over Iowa Highway 57 to junction U.S. Highway 65 and return over the same route, serving all intermediate points (except those points on Iowa Highway 57 between Grundy Center and Cedar Falls, Iowa), (k) between Sioux City, and Mason City, Iowa, from Sioux City over Iowa Highway 141 to Denison, Iowa, thence over Iowa Highway 4 to junction U.S. Highway 71, thence over U.S. Highway 71 to Spencer, Iowa, thence over U.S. Highway 18 to Mason City, and return over the same route, serving the intermediate points Denison and Spencer, Iowa, and those between Denison and Spencer, (l) from Fort Dodge, and Waterloo, Iowa, from Fort Dodge over U.S. Highway 20 to Waterloo, and return over the same route, serving the intermediate points of Webster City, and Iowa Falls, Iowa, (m) between junction U.S. Highways 30 and 71, located near Carroll, Iowa and junction U.S. Highways 20 and 169, near Fort Dodge, Iowa, from junction U.S. Highways 30 and 71 over U.S. Highway 71 to junction Iowa Highway 175, thence over Iowa Highway 175 to junction Iowa Highway 17, thence over Iowa Highway 17 to junction U.S. Highway 20, thence over U.S. Highway 20 to junction U.S. Highway 169, and return over the same route, serving no intermediate points, (n) between junction Iowa Highway 212 and U.S. Highway 30 and Iowa Highway 131, from junction Iowa Highway 212 and U.S. Highway 30 over U.S. Highway 30 to junction Iowa Highway 131, and return over the same route, serving no intermediate points, (o) between Austin, Minn., and junction U.S. Highways 16 and 65, from Austin over U.S. Highway 16 to junction U.S. Highway 65 and return over the same route, serving no intermediate points, (p) between junction U.S. Highway 275, and Alternate U.S. Highway 30, near Waterloo, Nebr., and junction Alternate U.S. Highway 30 and U.S. Highway 30, from junction U.S. Highway 275 and Alternate U.S. Highway 30 over Alternate U.S. Highway 30 to junction U.S. Highway 30, and return over the same route, serving no intermediate points.

(q) Between junction U.S. Highways 275 and 6, located near Elkhorn, Nebr., and junction U.S. Highway 6, and Nebraska Highway 31, from junction U.S. Highways 275 and 6 over U.S. Highway 6 to junction Nebraska Highway 31 and return over the same route, serving no intermediate points, (r) between junction U.S. Highways 34 and 6, near Wiggins, and Denver, Colo., from Junction U.S. Highways 34 and 6 over U.S. Highway 6 to Denver, and return over the same route, serving no intermediate points, (s) between junction U.S. Highway 138 and Colorado Highway 113, near Iliff, Colo., and junction Nebraska Highway 19 and U.S. Highway 30, near Sidney, Nebr., from junction U.S. Highway 138 and Colorado Highway 113, over Colorado

Highway 113 to the Colorado-Nebraska State line, thence over Nebraska Highway 19 to junction U.S. Highway 30, and return over the same route, serving no intermediate points, (t) between Missouri Valley, Iowa, and junction U.S. Highways 30 and 77, north of Fremont, Nebr., from Missouri Valley over U.S. Highway 30 to junction U.S. Highway 77, and return over the same route, serving no intermediate points and restricted against service between the termini, (u) between Sidney, Nebr., and the site of the Sioux Ordnance Depot (approximately 4 miles from Sidney), from Sidney over unnumbered highway to the site of the Sioux Ordnance Depot, and return over the same route, serving no intermediate points, (v) between Omaha, and Grand Island, Nebr., from Omaha over U.S. Highway 275, to junction U.S. Highway 30, thence over U.S. Highway 30 to Grand Island, and return over the same route, serving the intermediate point of Fremont, Nebr., (w) between Omaha, Nebr., and Denver, Colo., (a) from Omaha, over Nebraska Highway 38 to junction Nebraska Highway 50, thence over Nebraska Highway 50 to Millard, Nebr.

Thence over Nebraska Highway 31 to junction U.S. Highway 6 to Lincoln, Nebr., thence over U.S. Highway 34 to junction U.S. Highway 281 (1) from Lincoln, over U.S. Highway 6 to junction Nebraska Highway 15, thence over Nebraska Highway 15 to junction U.S. Highway 34 near Seward, Nebr., thence over U.S. Highway 281 to Grand Island, Nebr., thence over U.S. Highway 30 by way of Ogallala, Nebr., to Cheyenne, Wyo., thence over U.S. Highway 85 by way of Greeley, Colo., to Denver, and return over the same routes, and (b) from Omaha to Ogallala, Nebr., as specified above in (a) and (a) (1), thence over U.S. Highway 30 to junction U.S. Highway 138, thence over U.S. Highway 138 to Sterling, Colo., thence over U.S. Highway 6 to Brush, Colo., thence over U.S. Highway 34 to Greeley, Colo., thence as specified above to Denver, and return over the same route, serving all intermediate points (without restriction) (except those on U.S. Highway 6 between Lincoln, Nebr., and its junction with Nebraska Highway 15, and those on Nebraska Highway 15 between its junction with U.S. Highway 6 and its junction with U.S. Highway 34 near Seward, Nebr.), (aa) between Holton, Kans., and Kansas City, Mo., from Holton over Kansas Highway 16 to Tonganoxie, Kans., thence over U.S. Highway 24 to Kansas City, Mo., and return over the same route, serving all intermediate points, and points in the Kansas City, Mo.-Kansas City, Kans., commercial zone, as defined by the Commission, and off-route points within 15 miles of Holton, (ab) from Tonganoxie, Kans., to Topeka, Kans., over U.S. Highway 24, and return over the same route, serving no intermediate points, but serving as off-route points the sites of the Good-year Plant located approximately 1½ miles northwest of the city limits of Topeka, and the 832d Air Force Specialized Depot, at Pauline, Kans. (ac) between Omaha, Nebr., and Fort Crook,

Nebr., from Omaha over U.S. Highway 75 to Fort Crook, and return over the same route, serving no intermediate points, (143) between St. Paul, and Newport, Minn., from St. Paul over U.S. Highway 10 to Newport, and return over the same route, serving no intermediate points.

(144) Between Waterloo, Iowa, and junction U.S. Highways 218 and 30, from Waterloo, over U.S. Highway 218 to junction U.S. Highway 30, and return over the same route, (145) between Sioux City, Iowa, and O'Neill, Nebr., (a) from Sioux City, over U.S. Highway 20 to junction Nebraska Highway 320 (formerly portion Nebraska Highway 108), thence over Nebraska Highway 320 to O'Neill, and return over the same route, serving all intermediate points, (b) between Sioux City, Iowa, and junction Nebraska Highway 420 (formerly portion Nebraska Highway 108) and U.S. Highway 20, serving all intermediate points, from Sioux City, over U.S. Highway 77 to junction Nebraska Highway 35, thence over Nebraska Highway 35 to Norfolk, Nebr., thence over U.S. Highway 275 to Ewing, Nebr., thence over Nebraska Highway 420 (formerly Nebraska Highway 107) to junction U.S. Highway 20 and return over the same route, serving all intermediate points, (c) between Norfolk, Nebr., and junction Nebraska Highway 98 and U.S. Highway 20, from Norfolk over U.S. Highway 81 to junction Nebraska Highway 13, thence over Nebraska Highway 13 by way of Hadar, Nebr., to Pierce, Nebr., thence over Nebraska Highway 98 to junction U.S. Highway 20 and return over the same route, serving all intermediate points, (d) between Wayne, and Laurel, Nebr., from Wayne over Nebraska Highway 15 to Laurel, and return over the same route, serving all intermediate points, and (e) between Wakefield over Nebraska Highway 9 to junction U.S. Highway 20, and return over the same route serving all intermediate points, (145) (a) between Lincoln, and Crete, Nebr., (a) from Lincoln, over U.S. Highway 77 to junction Nebraska Highway 33, thence over Nebraska Highway 33 to Crete, and return over the same route, serving no intermediate points, (b) between Lincoln, and Crete, Nebr., from Lincoln over U.S. Highway 6 to junction U.S. Highway 81 to Bruning, Nebr., thence return over U.S. Highway 81 to junction Nebraska Highway 74, thence over Nebraska Highway 74 to junction Nebraska Highway 15, thence over Nebraska Highway 15 to junction Nebraska Highway 41, thence over Nebraska Highway 41 to junction Nebraska Highway 82.

Thence over Nebraska Highway 82, to Crete, (1) from junction Nebraska Highways 74 and 15 over unnumbered highways to De Witt, Nebr., thence over Nebraska Highway 82, to Crete, and return over the same routes, serving all intermediate points and the off-route point of Milligan, Nebr., (147) between Omaha and Crookston, Nebr., (a) from Omaha over U.S. Highway 275, to Ewing, Nebr., thence over Nebraska Highway 420 to junction U.S. Highway 20, thence over U.S. Highway 20 to Crookston, and

return over the same route, serving the intermediate points of Fremont, Norfolk, O'Neill, Nebr., and those points between O'Neill and Crookston, (b) between Norfolk, and Scribner, Nebr., from Norfolk, over U.S. Highway 81 to junction Nebraska Highway 91, thence over Nebraska Highway 91 to junction U.S. Highway 275, thence over U.S. Highway 275 to Scribner, and return over the same route, serving the intermediate and off-route points of Creston, Leigh, Clarkson, Howells, Dodge, and Snyder, Nebr., (148) between Sioux City, Iowa, and Norden, Nebr., from Sioux City, over U.S. Highway 20 to Bassett, Nebr., thence over U.S. Highway 183 to Springview, Nebr., thence over Nebraska Highway 12 to Norden, and return over the same route, serving the intermediate points of Plainview, Orchard, Stuart, O'Neill, Atkinson, and Bassett, Nebr., and those in Keya Paha County, Nebr., and the off-route points of Burton, Mills, and Brooksbury, Nebr., (149) between Lincoln, and Omaha, Nebr., from Lincoln, over U.S. Highway 6 to Omaha, and return over the same route, serving all intermediate points, and the off-route point of Council Bluffs, Iowa, (150) between Holton, Kans., and St. Joseph, Mo., (a) from Holton over Kansas Highway 116 to junction U.S. Highway 59, thence over U.S. Highway 59 by way of Atchison, Kans., to St. Joseph, and return from St. Joseph over U.S. Highway 36 to Troy, Kans., thence over Kansas Highway 7 to Atchison, Kans., and thence to Holton, as specified in (a) above, (b) from Holton, Kans., to Kansas City, Mo., from Holton, over U.S. Highway 75 to Topeka, Kans., thence over U.S. Highway 24 to Kansas City, and return over the same route, serving the intermediate points within 15 miles of Holton.

(151) Between Salina, Kans., and Plattsmouth, Nebr., from Salina over U.S. Highway 40 to Junction City, Kans., thence over Kansas Highway 18 to Manhattan, Kans., thence over U.S. Highway 24 to Topeka, Kans., thence over U.S. Highway 75 to Plattsmouth, and return over the same route, serving the intermediate points of Abilene, Junction City, Fort Riley, Manhattan, and Topeka, Kans., and Nebraska City, Nebr., (152) between Topeka, Kans., and Lincoln, Nebr., from Topeka over U.S. Highway 75 to Union, Nebr., thence over U.S. Highway 34 to Lincoln, and return over the same route, serving no intermediate points, (153) from St. Joseph, Mo., to Holton, Kans., from St. Joseph by way of Atchison, Kans., thence over U.S. Highway 59 to junction U.S. Highway 59, thence over Kansas Highway 116 to Holton, and return over the same route, serving no intermediate points, (154) from Chicago, to Dixon, Ill., from Chicago over U.S. Highway 20 to Freeport, Ill., thence over Illinois Highway 26 to Dixon, and return over the same route, serving the intermediate point of Freeport, Ill., restricted to pick-up only, and to traffic originating at Chicago or Freeport, and destined to points on applicant's authorized regular route operations in Nebraska, (155) from Mead, to Omaha, Nebr., from Mead, over Alternate U.S. Highway 30 to junction U.S.

Highway 275, thence over U.S. Highway 275 to Omaha, and return over the same route, serving no intermediate points, and restricted to shipments destined to points east of Omaha, (156) serving the junction of Illinois Highway 42 and Moen Avenue (near Rockdale, Ill.), and points within 1 mile of said junction, as off-route points in connection with applicant's authorized regular route operations, and restricted to traffic received from or delivered to, connecting motor common carriers.

(157) Between junction of U.S. Highway 30 with an unnumbered highway (about 4 miles east of Round Grove, Ill.) and Chicago, Ill., (a) from said junction over U.S. Highway 30 to Aurora, Ill., thence over Illinois Highway 65 to junction U.S. Highway 34, thence over U.S. Highway 34 to Chicago, and return over the same route, serving no intermediate points, (b) between Kansas City, Mo., and Carroll, Iowa, from Kansas City over U.S. Highway 71 to Carroll, and return over the same route, serving no intermediate points, restricted against traffic originating at, or is destined to, Chicago, Ill., or points between Chicago and Carroll on applicant's authorized routes, (c) between junction U.S. Highway 169 and Iowa Highway 9 and Albert Lea, Minn., from said junction over Iowa Highway 9 to junction U.S. Highway 69, thence over U.S. Highway 69 to Albert Lea, and return over the same route, serving no intermediate points, (158) between Sioux City, Iowa, and junction of U.S. Highway 20 and Iowa Highway 17 (a) from Sioux City, over U.S. Highway 20 to junction Iowa Highway 17 (near Rockwell City, Iowa), and return over the same route, serving no intermediate points, (b) between Waterloo, Iowa, and the junction of U.S. Highways 218 and 30, from Waterloo, over U.S. Highway 218 to junction U.S. Highway 30, and return over the same route, serving no intermediate points, restricted against traffic being transported over the route described in (b) above, which originates at Waterloo and is destined to Chicago, Ill., or which originates at Chicago and is destined to Waterloo, (c) between Omaha, Nebr., and Kansas City, Mo., from Omaha, over U.S. Highway 275, to junction U.S. Highway 34, thence over U.S. Highway 34 to junction U.S. Highway 71, thence over U.S. Highway 71 to Kansas City, and return over the same route, serving no intermediate points, (159) between Denver, Colo., on the one hand, and, on the other, the ordinance plant at Remaco, Colo., restricted to traffic which has had a prior movement or which will have a subsequent movement, over applicant's authorized routes, (160) between points in Nebraska, on the one hand, and, on the other, points in Iowa, Illinois, Minnesota, and Colorado, (a) between Sioux City, and Council Bluffs, Iowa, and points in Iowa within fifty (50) miles of Sioux City, and Council Bluffs, on the one hand, and, on the other, points in Kansas, restricted against any shipments under any combination or through joinder of the rights in (a) and (b) above, from, to, or between points in two or more of the described radial origin or destination areas.

(161) From Rock Island, and Moline, Ill., and return over the same route, serving no intermediate points, (162) from Omaha, Nebr., to points in Iowa, and return over the same route, serving no intermediate points, (163) from Streator, Ill., to Omaha, Nebr., and return over the same route, serving no intermediate points, (164) between Sioux City, Iowa, on the one hand, and, on the other, Atkinson, Nebr., and points within 25 miles of Atkinson, (165) from Sioux City, Iowa, to Atkinson, Nebr., and points within twenty-five (25) miles of Atkinson, and return over the same routes, serving no intermediate points, (166) from Shenandoah, Iowa, to Lincoln, Nebr., and return over the same route serving no intermediate points, (167) serving an area on Caton Road, 100 yards west of Alternate U.S. Highway 66, near Rockdale, Ill., and the junction of U.S. Highway 66 and Alternate U.S. Highway 66 (approximately thirteen (13) miles northeast of Joliet, Ill. (Welco, Station), near Lemont, Ill., as off-route points in connection with applicant's authorized regular-route operations between Omaha, Nebr., and Chicago, Ill., and between junction U.S. Highway 30 and an unnumbered highway (about 4 miles east of Round Grove, Ill.), and Chicago, Ill., restricted to the interchange of shipments with connecting carriers, (168) serving intercontinental ballistics missile launching sites located in Wyoming within twenty-five (25) miles of Cheyenne, Wyo., as off-route points, in connection with applicant's authorized regular route operations to and from Cheyenne, Wyo., (169) serving intercontinental ballistic missile testing and launching sites, and supply points therefor, located in (a) Weld, Washington, Lincoln, Gilpin, Jefferson, Adams, Morgan, Arapahoe, Elbert, Douglas, El Paso, Larimer, Teller, Park, Clear Creek, and Boulder Counties, Colo., as off-route points in connection with applicant's authorized regular route operations, to, from, or through Denver, Colo., and (b) points in Laramie, Platte, and Goshen Counties, Wyo., Weld, and Larimer Counties, Colo., and Kimball County, Nebr., as off-route points in connection with applicant's authorized regular route operations, to, from, or through Cheyenne, Wyo.

(170) Serving Walnut Creek, Calif., as an off-route point in connection with applicant's authorized regular route operations, to, and from Martinez, Calif., (171) from Salt Lake City, Utah, to Pocatello, Idaho, and return, serving no intermediate points, (172) serving the site of the Cougar Dam, located on the South Fork of the McKenzie River, located approximately three (3) miles southeast of Blue River, Ore., and points within ten (10) miles of said damsite, as off-route points in connection with applicant's authorized regular route operations to and from Eugene, Ore., (173) serving the site of the Natural Storage Co., Inc., warehouse at Loring, Kans., as an off-route point in connection with applicant's authorized regular route operations to and from points in the Kansas City, Mo.-Kansas City, Kans., commercial zone, as defined by the Commission, restricted to pick-up of shipments only and further restricted to traffic originating at the

described warehouse and destined to points west of the Mississippi River, and east of the Kansas-Colorado and Nebraska-Wyoming State lines, (174) serving the plantsite of the Holly Sugar Corp., located at South Torrington, Wyo., as an off-route point in connection with applicant's authorized regular route operations, (175) from junction U.S. Highways 30 and 730, near Messner, Ore., to junction U.S. Highway 30 and Oregon Highway 32 near Stanfield, Ore., from junction U.S. Highways 30 and 730, over U.S. Highway 30 to junction Oregon Highway and return over the same route, serving no intermediate points, and serving the termini for joinder purposes only, in connection with applicant's authorized regular route operations, as an alternate route for operating convenience only, (176) from junction U.S. Highway 30 and Oregon Highway 32 near Stanfield, Ore., to junction U.S. Highways 30 and 730, near Messner, Ore., from junction U.S. Highway 30 and Oregon Highway 32 over U.S. Highway 30, to junction U.S. Highway 730, and return over the same route, serving no intermediate points, and serving the termini for joinder purposes only, in connection with applicant's authorized regular route operations, as an alternate route for operating convenience only.

(177) Between Sheldon, Iowa, and junction Minnesota Highway 60 and Minnesota Highway 15, south of Madelia, Minn., from Sheldon over Iowa Highway 33 to junction Minnesota Highway 60, thence over Minnesota Highway 60 to junction Minnesota Highway 15, south of Madelia, and return over the same route, serving no intermediate points, but serving the termini for the purpose of joinder only, as an alternate route for operating convenience only, in connection with applicant's authorized regular route operations, (178) serving the Thiokol Chemical Corp. plantsite, located approximately twenty (20) miles northwest of Corinne, Utah, and the U.S. Air Force Plant No. 78, located approximately twenty-five (25) miles northwest of Corinne, Utah, as off-route points in connection with applicant's authorized regular route operations, (1) between junction U.S. Highway 30-S and unnumbered highway, near Blue Creek, Utah, and junction Utah Highway 83 and U.S. Highway 191, over unnumbered highway from its junction with U.S. Highway 30-S, at Blue Creek, Utah, south to junction Utah Highway 83, thence southeast over Utah Highway 83 to junction U.S. Highway 191, near Corinne, Utah, (2) over unnumbered highway from its junction with U.S. Highway 30-S, approximately 4 miles southeast of Blue Creek, southwest to junction unnumbered highway, at Howell, Utah, and (3) over unnumbered highway from its junction with U.S. Highway 30-S near Tremonton, Utah, to junction Utah Highway 83, approximately 9 miles northwest of Corinne, Utah, (179) between junction U.S. Highway 65 and Minnesota Highway 218 south of Faribault, Minn., and junction Minnesota Highway 50 and U.S. Highway 65 south of Orchard Gardens, Minn., from junction U.S. Highway 65 and Minnesota Highway 218 over U.S. Highway 65 to junction Minnesota Highway

way 50, and return over the same route, serving no intermediate points, and serving the termini for the purposes of joinder only, as an alternate route for operating convenience only, (180) between Rawlins, and Casper, Wyo., from Rawlins over U.S. Highway 287 to junction Wyoming Highway 220, at Muddy Gap, Wyo.

Thence over Wyoming Highway 220 to Casper, and return over the same route, serving no intermediate points, restricted to the transportation of shipments having an immediately prior or immediately subsequent movement by railroad in trailers on flat cars, in so-called piggyback service, (181) between Pueblo, Colo., and San Bernardino, Calif., (a) from Pueblo over U.S. Highway 85 to junction U.S. Highway 160, thence west over U.S. Highway 160 to junction Utah Highway 47, thence over Utah Highway 47 to the Utah-Arizona State line, thence over unnumbered highway through Kayena, Cow Springs, and Tonalea, Ariz., to junction unnumbered highway near Tuba City, Ariz., thence west over unnumbered highway to junction U.S. Highway 89, thence south over U.S. Highway 89 to junction Arizona Highway 71, thence over Arizona Highway 71 to junction combined U.S. Highways 60 and 70, and thence west over U.S. Highway 70 to San Bernardino, and return over the same route, serving no intermediate points, for operating convenience only, in connection with applicant's authorized regular route operations and (b) between Pueblo, Calif., and Riverside, Calif., from Pueblo over the specified route as shown in (a) above, to junction Arizona Highway 71 and combined U.S. Highways 70 and 60, and thence west over U.S. Highway 60 to Riverside, and return over the same route, serving no intermediate points, for operating convenience only, in connection with applicant's authorized regular route operations, restricted to transportation of shipments moving to, from, or through Los Angeles, Calif., on the one hand, and, on the other, Denver, Colo., Kansas City, Kans., and Kansas City, Mo., (182) from Fairmont, Minn., to Grand Island and Omaha, Nebr., Milan, Ill., Denver, Colo., and Kansas City, Mo., from Winnebago, Minn., to Omaha, Nebr., and return over the same route, serving no intermediate points.

(183) From Vernon, Calif., to the port of Wilmington, Calif., (184) from Los Angeles, Calif., to the port of Port Hueneme, Calif., (185) from Vernon, Calif., to the port of Wilmington, Calif., restricted to traffic moving to the territories or possessions of the United States, (186) between junction U.S. Highway 40, and U.S. Highway 287, east of Kit Carson, Colo., and junction U.S. Highway 50, and U.S. Highway 287, west of Lamar, Colo., from junction U.S. Highways 40 and 287, over U.S. Highway 287 to junction U.S. Highway 50 and return over the same route, serving no intermediate points, and serving the termini for the purpose of joinder only, as an alternate route for operating convenience only, in connection with applicant's authorized regular route operations in Colorado, (187) from points in Washing-

ton, and Oregon, to points in California, Indiana, Michigan, Minnesota, Ohio, Wyoming, and points in Wisconsin north of Wisconsin Highway 29, (188) from points in Idaho, and Clearfield, Ogden, Provo, and Salt Lake City, to points in California, Indiana, Michigan, Minnesota, Ohio, Wyoming, and points in Wisconsin north of Wisconsin Highway 29, (a) from points in Idaho, to points in California, Indiana, Michigan, Minnesota, Ohio, Wyoming, and points in Wisconsin north of Wisconsin Highway 29, (b) from points in Idaho, to points in California, Indiana, Michigan, Minnesota, Ohio, Wyoming, and points in Wisconsin north of Wisconsin Highway 29, (190) between Cortez, Colo., and Kayenta, Ariz., from Cortez over U.S. Highway 666 to junction Colorado Highway 40, thence over Colorado Highway 40 to the Colorado-New Mexico State line, thence over unnumbered highway (Navajo Trail) to the New Mexico-Arizona State line, thence over Arizona Highway 364, to Tee Nos Pos, Ariz., and thence over Arizona Highway 64 to Kayenta, Ariz., and return over the same route, serving no intermediate points, and with service at Cortez, Colo., and Kayenta, Ariz., for purposes of joinder only, as an alternate route for operating convenience only.

(191) Between Portland, Oreg., and Caldwell, Idaho, from Portland over U.S. Highway 30 to Caldwell, (a) from Portland over National Interstate Highway 80-N to Caldwell, and return over the same route, serving the intermediate and off-route points of Ontario, Oreg., and points in Malheur County, Oreg., within twenty (20) miles of Ontario, and points in Washington, Gem, Ada, Canyon, Owyhee, and Payette Counties, Idaho, and (b) between Nampa, Idaho, and the Oregon-Nevada State line at McDermitt, Oreg., from Nampa, over Idaho Highway 72 to junction U.S. Highway 95, thence over U.S. Highway 95 to the Oregon-Nevada State line at McDermitt, and return over the same route, serving all intermediate points, (192) between Portland and Ontario, Oreg., on the one hand, and, on the other, Gooding, Pocatello, and Twin Falls, Idaho, (193) between points in Malheur, Baker, and Harney Counties, Oreg., on the one hand, and, on the other, points in Washington, and Idaho (other than those points in Ada, Gem, Washington, Canyon, Owyhee and Payette Counties, Idaho), (a) between points in Ada, Adams, Boise, Camas, Canyon, Elmore, Gem, Gooding, Idaho, Owyhee, Payette, Twin Falls, Valley, and Washington Counties, Idaho, on the one hand, and, on the other, points in Oregon and Washington (other than those in Malheur, Baker, and Harney Counties, Oreg.), (194) from points in Payette County, Idaho, to points in Oregon and Washington, other than Portland, Oreg., and those points in Malheur, Baker, and Harney Counties, Oreg., (195) from points in Malheur, Harney, and Baker Counties, Oreg., and points in Ada, Adams, Boise, Camas, Canyon, Elmore, Gem, Gooding, Idaho, Owyhee, Payette, Twin Falls, Valley, and Washington Counties, Idaho, to Columbia River ports

including Portland, Oreg., (196) from Caldwell, Idaho and Ontario, Oreg., to Vancouver, Wash.

(197) Serving the intercontinental ballistic missile testing and launching sites, and supply points therefor, located in Logan County, Colo., and Cheyenne, Banner, and Scotts Bluff Counties, Nebr., as off-route points in connection with applicant's authorized regular route operations, (198) between intercontinental ballistic missile testing and launching sites, and supply points therefor, located in Weld and Logan Counties, Colo., Cheyenne, Kimball, Banner, and Scotts Bluff Counties, Nebr., and Laramie, Platte, and Goshen Counties, Wyo., (199) between Kimball, and Scottsbluff, Nebr., and Kimball over Nebraska Highway 28 to Scottsbluff, and return over the same route, serving no intermediate points, in connection with applicant's authorized regular route operations between Denver, Colo., and Scottsbluff, Nebr., (200) between Salina, Utah, and Denver, Colo., from Salina over Utah Highway 10 to Price, Utah, thence over U.S. Highway 6 to Denver, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's presently authorized regular route operations, restricted to traffic moving to, from, or through Chicago, Ill., or that originating in or destined to points in Utah, (201) between Walsenburg, and La Junta, Colo., from Walsenburg, over Colorado Highway 10 to La Junta, and return over the same route, serving no intermediate points, but serving Walsenburg, and La Junta, for purpose of joinder only, restricted to traffic moving between Los Angeles, Calif., on the one hand, and, on the other, Kansas City, Kan.-Mo., or St. Louis, Mo., and restricted against traffic moving from, to or through, Chicago, Ill., (202) between the junction of U.S. Highway 16 and Minnesota Highway 4, located at Sherburn, Minn., and the junction of Minnesota Highways 4 and 60, located approximately 2 miles west of St. James, Minn., from junction U.S. Highway 16 and Minnesota Highway 4, located at Sherburn, Minn., over Minnesota Highway 4 to junction Minnesota Highway 60, located approximately 2 miles west of St. James, Minn., and return over the same route, serving no intermediate points, and serving the junction U.S. Highway 16 and Minnesota Highway 4 and the junction Minnesota Highways 4 and 60 for the purposes of joinder only, in connection with applicant's authorized regular route operations.

(203) Between junction U.S. Highway 40 and Kansas Highway 45 and junction Kansas Highway 45 and U.S. Highway 56, from junction U.S. Highway 40 and Kansas Highway 45 over Kansas Highway 45 to junction U.S. Highway 56, and return over the same route, serving no intermediate points, but serving the termini for purposes of joinder only, in connection with applicant's presently authorized regular route operations between Los Angeles, Calif., on the one hand, and, on the other, Kansas City, and St. Louis, Mo., (204) between Omaha, Nebr., and St. Louis, Mo., (a)

from Omaha, over U.S. Highway 275, to the Nebraska-Iowa State line, thence over Iowa Highway 92 to Griswold, Iowa, thence over Iowa Highway 48 to junction U.S. Highway 6, thence over U.S. Highway 6 to junction Interstate Highway 35, thence over Interstate Highway 35 to junction Iowa Highway 60, thence over Iowa Highway 60 to Albia, Iowa, (1) over Interstate Highway 35 to junction Iowa Highway 92, thence over Iowa Highway 92 to junction Iowa Highway 60, thence over Iowa Highway 60 to Albia; thence over U.S. Highway 34 to junction Illinois Highway 116, thence over Illinois Highway 116 to junction U.S. Highway 67, thence over U.S. Highway 67 to St. Louis, and return over the same routes, restricted to traffic moving between St. Louis, Mo., on the one hand, and, on the other, Omaha, and points west thereof, and (205) between Missoula, Mont., and Valentine, Nebr., from Missoula over U.S. Highway 10 to Billings, Mont., thence over U.S. Highway 212 to Belle Fourche, S. Dak., thence over South Dakota Highway 34 to junction U.S. Highway 14, thence over U.S. Highway 14 to junction Interstate Highway 90 (located near Rapid City, S. Dak.), thence over Interstate Highway 90 to junction U.S. Highway 14, thence over U.S. Highway 14 to Wall, S. Dak., thence over U.S. Highway 16 to Murdo, S. Dak., and thence over U.S. Highway 83 to Valentine, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular-route operations, restricted to traffic moving between points in Oregon and Washington on and west of U.S. Highway 97, on the one hand, and, on the other, Omaha, Nebr., and points east thereof (except those points in Minnesota). NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 730 (Sub-No. 254), filed May 28, 1965. Applicant: PACIFIC INTERMOUNTAIN EXPRESS CO., a corporation, 1417 Clay Street, Oakland, Calif. Applicant's representative: Alfred G. Krebs (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities (except Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), between Reno, Nev., and junction California Highway 14 and U.S. Highway 99 (Interstate Highway 5); from Reno over U.S. Highway 395 to junction California Highway 14, thence over California Highway 14 to junction U.S. Highway 99 (Interstate Highway 5) and return over the same route, serving no intermediate points, as an alternate route for operating convenience only 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 Reno, Nev.

No. MC 2510 (Sub-No. 28), filed May 25, 1965. Applicant: ZIFFRIN TRUCK LINES, INC., 1120 South Division, Indianapolis, Ind. 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 regular routes, transporting: *General commodities* (except household goods, as defined by the Commission, commodities in bulk, and those exceeding ordinary equipment and loading facilities), serving East Troy, Wis., as an off-route point in connection with applicant's authorized regular route operations, to and from Milwaukee, Wis. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 3854 (Sub-No. 4), filed May 25, 1965. Applicant: BURTON LINES, INC., Post Office Box 395, Reidsville, N.C. Applicant's attorney: James E. Wilson, 1111 E Street NW., Perpetual Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Concrete products* of such length, size, or weight as to require special equipment or handling, between points in Surry County, N.C., on the one hand, and, on the other, points in the District of Columbia, Maryland, Tennessee, South Carolina, and Virginia. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C.

No. MC 8958 (Sub-No. 15), filed May 26, 1965. Applicant: THE YOUNGSTOWN CARTAGE CO., a corporation, 825 West Federal Street, Youngstown, Ohio, 44501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel and iron and steel articles*, between points in that part of Pennsylvania on and west of U.S. Highway 219 and those in Ohio, on the one hand, and, on the other, points in Illinois, Indiana, and the southern peninsula of Michigan. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 9325 (Sub-No. 25) (AMENDMENT), filed May 10, 1965, published *FEDERAL REGISTER* issue May 26, 1965, and republished as amended this issue. Applicant: K LINES, INC., Post Office Box 216, Lebanon, Ore. Applicant's attorney: Norman E. Sutherland, 1200 Jackson Tower, Portland, Ore. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Urea and fertilizer*, in bulk and in sacks, from St. Helens, Ore., and points within a five (5) mile radius of St. Helens, to points in Washington. **NOTE:** The purpose of this republication is to broaden the origin point. If a hearing is deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 11220 (Sub-No. 92) (CLARIFICATION), filed April 12, 1965, published *FEDERAL REGISTER* issue of May 13, 1965, and republished as clarified this issue. Applicant: GORDONS TRANSPORTS, INC., 185 West McLemore Avenue, Memphis, Tenn. Applicant's attorney: James W. Wrape, 2111 Sterick Building, Memphis, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except automobiles set up on wheels, Classes A and B explosives,

household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Chicago, Ill. and Vincennes, Ind.; from Chicago over Illinois Highway 50 to junction U.S. Highway 54, thence over U.S. Highway 54 to junction Illinois Highway 49, thence over Illinois Highway 49 to junction U.S. Highway 24, thence over U.S. Highway 24 to junction Illinois Highway 1, approximately two (2) miles east of Watseka, Ill., thence over Illinois Highway 1 to Lawrenceville, Ill., and thence over U.S. Highway 50 to Vincennes, and return over the same route, serving no intermediate points but serving Vincennes, Ind., for purposes of joinder only. **NOTE:** Applicant states it proposes to join the proposed route at Vincennes with its present authority in MC 11220 Sub 79 between Chicago, Ill., and Pulaski, Tenn. The purpose of this republication is to show that Vincennes, Ind., is for purposes of joinder only. If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn.

No. MC 18088 (Sub-No. 35), filed March 19, 1965. Applicant: FLOYD & BEASLEY TRANSFER COMPANY, INC., Post Office Drawer 8, Sycamore, Ala. Applicant's attorney: John W. Cooper, 805 Title Building, Birmingham, Ala., 35203. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular and regular routes, transporting: (1) *Textile products* from Sycamore, Sylacauga, Pell City, Alexander City, and Lafayette, Ala., to points in Tennessee, Georgia, Alabama, and South Carolina, (2) *textile machinery*, from Sycamore, Ala., to Abbeville, Alabama City, Albertville, Aliceville, Alexander City, Andalusia, Anniston, Birmingham, Bon Air, Childersburg, Clanton, Columbiana, Coosa Pines, Cordova, Dadeville, Dothan, Enterprise, Fairfax, Fayette, Florence, Geneva, Greenville, Guntersville, Huntsville, Jacksonville, Lafayette, Lanett, Langdale, Opelika, Opp, Ozark, Pell City, Pepperell, Riverview, Roanoke, Rock Mills, Shawmut, Siluria, Sladeville, Stevenson, Sylacauga, Talladega, Tallahassee, Union Springs, Uniontown, Vincent, Wetumpka, and Winfield, Ala., and (3) *general commodities* (except those of unusual value, Classes A and B explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, in 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), through the gateway at Pell City, Ala., to all intermediate points on its regular route between Anniston, Ala., and Birmingham, Ala., and the off-route point of Cropwell, Ala., such points lying along Alabama Highway 202 (formerly U.S. Highway 78) from Anniston to junction U.S. Highway 78 and thence over U.S. Highway 78 via Pell City to Birmingham, Ala. **NOTE:** Applicant states no new authority is sought. The purpose of this application is to remove inbound gateways. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 19665 (Sub-No. 4), filed May 24, 1965. Applicant: RICH FREIGHT LINES, INC., doing business as JONES

TRUCK LINE, Baker, Ore. Applicant's attorney: John M. Hickson, Failing Building, Portland, Ore. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sawdust, wood chips and hog fuel*, in bulk, in hopper type equipment, from points in Boundary, Bonner, Kootenai, Benewah, Shoshone, Latah, Clearwater, Lewis, Idaho, Adams, Valley, Washington, Canyon, Payette, Boise, Elmore, Ada, Owyhee, Gem, and Nez Perce Counties, Idaho, and Okanogan, Chelan, Kittitas, Yakima, Klickitat, Benton, Grant, Douglas, Franklin, Adams, Lincoln, Ferry, Stevens, Pend Oreille, Spokane, Whitman, Garfield, Asotin, Walla Walla, and Columbia Counties, Wash., to points in Union County, Ore., and *rejected shipments*, on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 27970 (Sub-No. 42), filed May 25, 1965. Applicant: CHICAGO EXPRESS, INC., Post Office Box 213, Winston-Salem, N.C. Applicant's attorney: Francis W. McInerney, 1000 16th Street NW., Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, bullion, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the McLean Trucking Co. terminal at Stoneham, Mass., for terminal operations only, as an off-route point in connection with applicant's authorized regular-route operations between Joliet, Ill., and Boston, Mass. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 30280 (Sub-No. 57), filed May 28, 1965. Applicant: WATKINS CAROLINA EXPRESS, INC., Post Office Box 10310, Greenville, S. C., 29603. Applicant's representative: Lamar Kennedy, Post Office Box XX, Thomasville, Ga. 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, livestock, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between points in North Carolina and South Carolina, on the one hand, and, on the other, points in Florida. **NOTE:** Applicant states that it intends to tack or join the above proposed authority with that authority previously granted wherein applicant is authorized to serve points in the States of South Carolina, Georgia, and North Carolina. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Columbia, S.C., Orlando, or Tampa, Fla.

No. MC 30844 (Sub-No. 184), filed May 28, 1965. Applicant: KROBLIN REFRIGERATED XPRESS, INC., Post Office Box 218, Sumner, Iowa. Applicant's attorney: Truman A. Stockton, Jr., The 1650 Grant Street Building, Denver 3, Colo. Authority sought to operate

as a common carrier, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from Lawton, Mich., to points in Idaho, Montana, Wyoming, and Utah. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 41404 (Sub-No. 58), filed May 24, 1965. Applicant: ARGO-COLLIER TRUCK LINES CORPORATION, Post Office Box 151, Fulton Highway, Martin, Tenn., 38237. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Boxes and crates*, wire bound or wooden, upright or knocked-down, or folded in sections, from Fernwood, Hazlehurst, Magnolia, McComb, and Picayune, Miss. to points in Avoyelles, Evangeline, Lafayette, Pointe Coupee, St. Landry, and St. Martin Parishes, La. **NOTE:** Applicant states the above proposed operations will be seasonal in nature, extending from June 1 to November 30, both inclusive of each year. If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss., Baton Rouge, or New Orleans, La.

No. MC 41984 (Sub-No. 20), filed May 24, 1965. Applicant: BLANTON TRUCKING COMPANY, INCORPORATED, Milford, Va. Applicant's attorney: Jno. C. Goddin, Insurance Building, 10 South 10th Street, Richmond, Va., 23219. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities* (except livestock, dangerous explosives, inflammables, commodities in bulk other than fertilizer, articles of unusual size or value, and household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467), between Richmond, Va., and points in Essex, Caroline, and Hanover Counties, Va. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Richmond, Va.

No. MC 42487 (Sub-No. 626), filed May 20, 1965. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif. Applicant's attorney: Robert C. Stetson (same as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Dry chemicals, fertilizer and fertilizer compounds*, between points in Columbia County, Oreg., on the one hand, and, on the other, that part of California north of U.S. Highway 40, that part of Washington west of U.S. Highway 97, and that part of Idaho on and south of a line extending from the junction of the southern boundary of Idaho County, Idaho, and the Idaho-Oregon boundary, easterly along the southern boundary of Idaho County to its junction with the Idaho-Montana boundary, thence southeasterly along the Idaho-Montana boundary to its junction with the Wyoming boundary, (2) *fertilizer, including, but not limited to anhydrous ammonia, and fertilizer compounds*, liquid, in bulk, in tank vehicles, between points in Columbia County, Oreg., on the one hand, and, on the other, points in Washington, Idaho, and Montana. **NOTE:** Common control may be involved. If a hearing is deemed

necessary, applicant requests it be held at Seattle, Wash.

No. MC 42487 (Sub-No. 629), filed May 25, 1965. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif. Applicant's attorney: Robert C. Stetson (same as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fertilizer, fertilizer compounds, and fertilizer ingredients*, between points in Oregon, Montana, that part of Washington on and east of U.S. Highway 97, and that part of Idaho on and south of a line extending from the junction of the southern boundary of Idaho County, Idaho, and the Idaho-Oregon boundary, easterly along the southern boundary of Idaho County to its junction with the Idaho-Montana boundary, thence southeasterly along the Idaho-Montana boundary to its junction with the Wyoming boundary. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Portland, Oreg.

No. MC 45875 (Sub-No. 8), filed May 26, 1965. Applicant: FILM SERVICE, INC., 333 North 25th Street, Milwaukee, Wis., 53233. Applicant's attorney: William C. Dineen, 412 Empire Building, 710 North Plankinton Avenue, Milwaukee, Wis., 53203. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, household goods as defined by the Commission, commodities requiring special equipment, commodities in bulk, Classes A and B explosives and those injurious or contaminating to other lading), restricted to the transportation of shipments having an immediate prior or subsequent movement by air, (1) between O'Hare Airfield, Cook County, Ill., on the one hand, and, on the other, points in Wisconsin (except points in Bayfield, Douglas, Ashland, Washburn, Sawyer, Barron, Chippewa, Polk, Burnett, St. Croix, Pierce, Dunn, Buffalo, Rush, Eau Claire, Pepin, and Trempealeau Counties) and points in the Upper Peninsula of Michigan, and (2) between General Mitchell Airfield, Milwaukee County, Wis., on the one hand, and on the other, points in Wisconsin (except points in Bayfield, Douglas, Ashland, Washburn, Sawyer, Barron, Chippewa, Polk, Burnett, St. Croix, Pierce, Dunn, Buffalo, Rush, Eau Claire, Pepin, and Trempealeau Counties), and points in the Upper Peninsula of Michigan. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Milwaukee, Wis.

No. MC 52861 (Sub-No. 10), filed May 24, 1965. Applicant: HAROLD W. STEWART, INC., 102 Andrus Road, Toledo, Ohio. Applicant's attorney: Quentin A. Ewert, Union Savings and Loan Building, 117 West Allegan Street, Lansing, Mich. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Lime and limestone products*, from River Rouge, Mich., and points in Indiana, Illinois, Iowa, Kentucky, Ohio, Missouri, New York, Pennsylvania, Wisconsin, and West Virginia. **NOTE:** If a

hearing is deemed necessary, applicant requests it be held at Lansing, Mich.

No. MC 61231 (Sub-No. 18), filed May 24, 1965. Applicant: ALKIRE TRUCK LINES, INC., Livestock Exchange Building, Kansas City, Mo. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Pallets and skids*, from Belle Plaine, Iowa, to points in the Chicago, Ill., commercial zone, and points in Illinois. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 61628 (Sub-No. 31), filed May 18, 1965. Applicant: TAMAMI FREIGHTWAYS, INC., 4305 21st Avenue, Tampa, Fla. Applicant's attorney: Paul M. Daniell, 1600 First Federal Building, Atlanta, Ga., 30303. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Columbus, Ga., on the one hand, and, on the other, points in Russell County, Ala. **NOTE:** Applicant states that it intends to tack the above proposed authority with its existing authority at Columbus, Ga. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ga.

No. MC 61396 (Sub-No. 127) (AMENDMENT), filed March 17, 1965, published *FEDERAL REGISTER* issue April 8, 1965, amended May 25, 1965, and republished as amended this issue. Applicant: HERMAN BROS., INC., 2501 North 11th Street, Omaha, Nebr. Applicant's attorney: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Acids, chemicals, fertilizers, and fertilizer ingredients*, from East Dubuque, Ill., and points in Illinois within ten (10) miles thereof, to points in Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, Ohio, South Dakota, and Wisconsin. **NOTE:** The purpose of this republication is to include the origin points as shown above and to add Kentucky, Michigan, and Ohio to the destination states previously published. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 61592 (Sub-No. 38) (AMENDMENT), filed May 14, 1965, published in *FEDERAL REGISTER* issue of June 3, 1965, amended June 4, 1965, and republished as amended this issue. Applicant: JENKINS TRUCK LINE, INC., 3708 Elm Street, Bettendorf, Iowa, 52722. Applicant's attorney: Val M. Higgins, 1000 First National Bank Building, Minneapolis, Minn., 55402. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Agricultural implements and parts for agricultural implements*, from Owatonna, Minn., and points within 3 miles thereof, to points in the United

States (except Alaska and Hawaii); and (2) *agricultural implements and parts for agricultural implements*, which at the time of movement (a) are being transported for the purposes of display or experiment and not for sale and (b) are moving between the sites of plants, sales branches, warehouses, experimental stations, and/or farms, shows, exhibits, and field demonstrations, owned or used by Owatonna Manufacturing Co., and *incidental paraphernalia moving in the same vehicle and at same time, between points in the United States (except Alaska and Hawaii)*. **NOTE:** The purpose of this republication is to broaden the scope of authority sought by adding the operation described in (2) above. If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn., or Chicago, Ill.

No. MC 64932 (Sub-No. 377), filed May 20, 1965. Applicant: ROGERS CARTAGE CO., a corporation, 1439 West 103d Street, Chicago, Ill. Applicant's attorney: Carl L. Steiner, 39 South La Salle Street, Chicago, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Anhydrous ammonia, ammonium nitrate, urea, nitric acid, sulphuric acid, and fertilizer solutions, liquid, in bulk, in tank vehicles, and (2) ammonium nitrate, urea, fertilizer materials, and fertilizer ingredients (other than liquid), in bulk, in tank or hopper type vehicles, from the plant site of the American Cyanamid Co. at South River, Mo. (located near Palmyra), in Marion County, Mo., to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, Texas, and Wisconsin*. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 64994 (Sub-No. 60) filed May 17, 1965. Applicant: HENNIS FREIGHT LINES, INC., Post Office Box 612, Winston-Salem, N.C. Applicant's representative: Frank C. Phillips, Post Office Box 612, Winston-Salem, N.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper (wrapping paper, printing paper, and pulpboard), from Canton, Asheville, and Waynesville, N.C., to Detroit, Mich., and Toledo, Ohio*. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 72444 (Sub-No. 20), filed May 24, 1965. Applicant: AKRON-CHICAGO, INC., 1016 Triplett Boulevard, Akron, Ohio, 44306. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities (except those of unusual value, dangerous explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk and commodities requiring special equipment), (1) between Warren, Ohio, and Cleveland, Ohio, over U.S. Highway 422, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's authorized regular-route operations; (2)*

*between Akron, Ohio, and Wooster, Ohio, over Ohio Highway 5, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's authorized regular-route operations; (3) between Cleveland, Ohio and Massillon, Ohio, over U.S. Highway 21, serving no intermediate points but serving the junction U.S. Highways 224 and 21 and junction Ohio Highway 18 and U.S. Highway 21 for joinder purposes only, as an alternate route for operating convenience only in connection with applicant's authorized regular-route operations; and (4) between Dayton, Ohio, and Springfield, Ohio, over Ohio Highway 4, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's authorized regular-route operations*. **NOTE:** Applicant states that the above proposed routes will be used for joinder purposes only with its presently authorized routes. If a hearing is deemed necessary, applicant requests it be held at Cleveland or Columbus, Ohio.

No. MC 72444 (Sub-No. 21), filed May 24, 1965. Applicant: AKRON-CHICAGO, INC., 1016 Triplett Boulevard, Akron, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities (except those of unusual value, dangerous explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk and commodities requiring special equipment), (1) between junction New York Highways 5 and 77 and Medina, N.Y., from junction New York Highways 5 and 77 over New York Highway 77 to junction New York Highway 63, and thence over New York Highway 63 to Medina, and return over the same route, serving no intermediate points but serving junction New York Highways 5 and 77 and junction New York Highways 63 and 31 for joinder purposes only as an alternate route for operating convenience only in connection with applicant's regular-route operations; (2) between junction U.S. Highway 20 and New York Highway 19 and Brockport, N.Y. over New York Highway 19, serving no intermediate points but serving junction New York Highways 5 and 19, junction U.S. Highway 20 and New York Highway 19, and junction New York Highways 31 and 19 for joinder purposes only as an alternate route for operating convenience only in connection with applicant's regular-route operations; (3) between Alton, N.Y. and Elmira, N.Y. over New York Highway 14, serving no intermediate points, but serving junction New York Highway 5 and U.S. Highway 20 and New York Highway 14, and junction U.S. Highway 104 and New York Highway 14 for joinder purposes only as an alternate route for operating convenience only in connection with applicant's regular-route operations, and (4) between Auburn, N.Y. and Waterville, N.Y., from Auburn over U.S. Highway 20 to junction New York Highway 12, thence over New York Highway 12 to Waterville, and return over the same route, serving no intermediate points, but serving junction New York Highway 12 and U.S. Highway 20*

for joinder purposes only as an alternate route for operating convenience only in connection with applicant's regular-route operations. **NOTE:** Applicant states that the above proposed routes will be used for joinder purposes only with its presently authorized routes. If a hearing is deemed necessary, applicant requests it be held at Buffalo, N.Y.

No. MC 76177 (Sub-No. 301) (AMENDMENT), filed April 8, 1965, published in *FEDERAL REGISTER*, issue of April 28, 1965, amended June 7, 1965, and republished as amended this issue. Applicant: BAGGETT TRANSPORTATION COMPANY, a corporation, 2 South 32d Street, Birmingham 5, Ala. Applicant's attorney: Harold G. Hernly, 711 14th Street NW., Washington 5, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities (except those of unusual value, Classes A and B explosives, blasting supplies, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), serving the plant site of the Hammerville Paper Co. located at or near Burnsville, Ala., as an off-route point in connection with applicant's regular-route operations*. The purpose of this republication is to show that applicant is seeking to serve the above-named plant site as an off-route point, in lieu of the irregular-route authority set forth in the previous publication. **NOTE:** Applicant does not specify place of hearing if one is deemed necessary.

No. MC 76266 (Sub-No. 108), filed May 24, 1965. Applicant: ADMIRAL-MERCHANTS MOTOR FREIGHT, INC., 2625 Territorial Road, St. Paul, Minn. 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), serving the plant site of the American Cyanamid Co. located at South River, Mo. (near Palmyra in Marion County) as an off-route point in connection with applicant's regular-route operations to and from St. Louis, Mo.* **NOTE:** If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 83850 (Sub-No. 7), filed May 27, 1965. Applicant: JOHNSONS TRANSFER, INC., 2519 Morris Street, Philadelphia, Pa. Applicant's attorney: Beverley S. Simms, 612 Barr Building, 910 17th Street NW., Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building materials and gypsum products (except asphalt and fly ash, in bulk, in tank or hopper vehicles), from Baltimore, Md., to points in New Jersey and damaged and rejected shipments, on return*. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 84511 (Sub-No. 22) (AMENDMENT), filed March 8, 1965, published *FEDERAL REGISTER* issue March 25, 1965, and republished as amended this issue. Applicant: COMMERCIAL FREIGHT

LINES, INCORPORATED, 1700 West Ninth Avenue, Kansas City, Mo. Applicant's attorney: William J. Boyd, 30 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 of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles, and except hides), from points in Dakota County, Nebr., and Sioux City, Iowa, to points in Illinois, Wisconsin, Michigan, Missouri, Kansas, Oklahoma, Arkansas, Iowa, Minnesota, and Indiana, and *rejected and returned shipments* of the above commodities, on return. **NOTE:** The purpose of this republication is to add the origin point of Sioux City, Iowa. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr., or Des Moines, Iowa.

No. MC 87379 (Sub-No. 7), filed May 21, 1965. Applicant: C. H. HOOKER TRUCKING CO., a corporation, R.F.D. No. 2, Uhrichville, Ohio. Applicant's attorney: Robert T. Fitzsimons, 50 West Broad Street, Columbus, Ohio, 43215. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Clay products and plastic products*, from points in Tuscarawas County, Ohio, to points in the United States, including Alaska but excluding Hawaii; (2) *clay products*, from Logan and Junction City, Ohio, to points in the United States, including Alaska but excluding Hawaii; and (3) *plastic products*, from points in Center Township, Carroll County, Ohio, to points in the United States, including Alaska but excluding Hawaii. **NOTE:** Applicant states that it intends to transport refused and rejected shipments, empty pallets, platforms and skids on return movements. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 95540 (Sub-No. 631) (AMENDMENT), filed February 1, 1965, published in *FEDERAL REGISTER* issue of February 17, 1965, amended June 1, 1965, and republished as amended this issue. Applicant: WATKINS MOTOR LINES, INC., Albany Highway, Thomasville, Ga. Applicant's representative: Jack M. Holloway (same address as applicant). 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* (except hides and commodities in bulk, in tank vehicles), as described in sections A and C of Appendix I in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Dakota City, Nebr., and Sioux City, Iowa, to points in Arizona, California, Colorado, Connecticut, Delaware, Idaho, Maine, Maryland, Massachusetts, Montana, Nevada, New Hampshire, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, Utah, Vermont, Virginia, Washington, West Virginia, Wyoming, and the District of Columbia. **NOTE:** The purpose of this republication is to add Sioux City, Iowa,

as an origin point. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr., or Des Moines, Iowa.

No. MC 95540 (Sub-No. 640), filed May 24, 1965. Applicant: WATKINS MOTOR LINES, INC., Albany Highway, Thomasville, Ga. Applicant's representative: Jack M. Holloway (same as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as defined by the Commission (except hides and commodities in bulk, in tank vehicles), from points in Colorado on and east of U.S. Highway 85 and on and north of U.S. Highway 36, to points in Alabama, Arizona, Arkansas, California, Connecticut, Delaware, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, Wyoming, and the District of Columbia. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 95540 (Sub-No. 641), filed May 24, 1965. Applicant: WATKINS MOTOR LINES, INC., Albany Highway, Thomasville, Ga. Applicant's representative: Jack M. Holloway (same as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Foodstuffs, canned, prepared, or preserved* (other than frozen), from points in Delaware, Maryland, points in Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, Ocean, and Salem Counties, N.J., and points in Accomack and Northampton Counties, Va., to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Minnesota, Missouri, Nebraska, Oklahoma, and Wisconsin. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 99798 (Sub-No. 4), filed June 10, 1963. Applicant: DODDS TRUCK LINE, INC., 623 Lincoln, West Plains, Mo. Applicant's attorney: Frank W. Taylor, Jr., 1221 Baltimore Avenue, Kansas City 5, 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, requiring special equipment and those injurious or contaminating to other lading), serving Mountain Home and Gassville, Ark., as off-route points in connection with applicant's regular-route operations. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 103051 (Sub-No. 190), filed May 24, 1965. Applicant: FLEET

TRANSPORT COMPANY, INC., 340 Armour Drive NE., Atlanta, Ga. Applicant's attorney: R. J. Reynolds, Jr., Suite 403, 11 Healey Building, Atlanta, Ga. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Commodities*, in bulk, having prior movement by rail, water, or pipeline, between points in Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, Tennessee, Texas, North Carolina, and South Carolina. **NOTE:** If a hearing is deemed necessary, applicant does not specify place desired.

No. MC 103993 (Sub-No. 206), filed May 24, 1965. Applicant: MORGAN DRIVE-AWAY, INC., 2800 Lexington Avenue, Elkhart, Ind. Applicant's attorney: John E. Lesow, 3737 North Meridian Street, Indianapolis 8, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Trailers*, designed to be drawn by passenger automobiles, in initial movements, in truckaway service, from Fort Morgan, Colo., to points in Nebraska, Kansas, Missouri, Wyoming, Montana, North Dakota, New Mexico, and South Dakota. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 105407 (Sub-No. 11), filed May 24, 1965. Applicant: HANNIBAL-QUINCY TRUCK LINES, INC., 2816 Market Street, Hannibal, Mo. Applicant's attorney: Thomas P. Rose, Jefferson Building, Jefferson City, Mo. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, dangerous explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between the plantsite of American Cyanamid Co., at South River, Mo., located near Palmyra, Mo., as an off-route point in connection with applicant's authorized regular route operations in MC 105407. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 106509 (Sub-No. 19), filed May 24, 1965. Applicant: YOUNGER BROS., J. M. ENGLISH TRUCK LINES, INC., 4904 Griggs Road, Houston, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Heavy and cumbersome commodities* which, because of size and weight, require the use of special equipment, between points in Louisiana, Mississippi, and Texas. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Houston, Tex.

No. MC 107107 (Sub-No. 337) (AMENDMENT), filed March 1, 1965, published *FEDERAL REGISTER* issue of March 25, 1965, amended June 4, 1965, and republished as amended this issue. Applicant: ALTERMAN TRANSPORT LINES, INC., Post Office Box 458, Allapattah Station, Miami, Fla., 33142. 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* (except hides and commodities in bulk, in tank vehicles), from Sioux City, Iowa and

points in Dakota County, Nebr., to points in Alabama, Florida, Georgia, North Carolina, and South Carolina. Note: The purpose of this republication is to add Sioux City, Iowa, as an origin point. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa or Omaha, Nebr.

No. MC 107496 (Sub-No. 381), filed May 24, 1965. Applicant: RUAN TRANSPORT CORPORATION, Keosauqua Way at Third, Des Moines, Iowa, 50309. Applicant's attorney: H. L. Fabritz (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia, liquid ammonium nitrate, liquid urea, fertilizer solutions, nitric acid, and sulfuric acid*, in tank vehicles, from the plantsite of the American Cyanamid Co., South River, Mo., located in Marion County (near Palmyra, Mo.), to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, Texas, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 107515 (Sub-No. 513), filed May 13, 1965. Applicant: REFRIGERATED TRANSPORT CO., INC., 290 University Avenue Southwest, Atlanta, Ga., 30310. Applicant's attorney: Paul M. Daniell, Suite 1600 First Federal Building, Atlanta, Ga., 30303. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts* as defined by the Commission, from Fort Smith, Ark., to points in Louisiana. RESTRICTION: Service in Louisiana restricted to stop-off in transit for partial unloading only. Note: Applicant states that the shipments of the above commodities would be ultimately destined to points in Florida, Georgia, North Carolina, South Carolina, Tennessee, or Alabama, which applicant is presently authorized to serve under its Sub 239 certificate. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga., or New Orleans, La.

No. MC 107726 (Sub-No. 3), filed May 17, 1965. Applicant: MISSISSIPPI-EAST, INC., 69 West Woodland Avenue, Washington, Pa. Applicant's representative: G. H. Dilla, 5275 Ridge Road, Cleveland 29, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Iron and steel articles* as described by the Commission in MC 45, between Allenport, Monessen, and Washington, Pa., on the one hand, and, on the other, points in Illinois, Indiana, Michigan, Wisconsin, Ohio, and St. Louis, Mo., and points in its commercial zone. Note: If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 108449 (Sub-No. 198) (AMENDMENT), filed February 11, 1965, published in FEDERAL REGISTER, issue of March 3, 1965, amended March 29, 1965, and republished as amended April 8, 1965, and further amended June 4, 1965, and republished as further amended this

issue. 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: *Acids, chemicals, fertilizers and fertilizer ingredients*, in bulk, in tank vehicles, from East Dubuque, Ill., and points in Illinois within 10 miles thereof, to points in Illinois, Indiana, Wisconsin, Iowa, Missouri, Kansas, Kentucky, Michigan, Ohio, Nebraska, South Dakota, and Minnesota. Note: The purpose of this further republication is to add Kentucky, Michigan, and Ohio to the destination states. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 108449 (Sub-No. 201), filed May 24, 1965. Applicant: INDIANHEAD TRUCK LINE, INC., 1947 West County Road "C", St. Paul, Minn. 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, ammonium nitrate, urea, nitric acid, sulphuric acid, and fertilizer solutions*, liquid, in bulk, in tank vehicles, from the plantsite of the American Cyanamid Co. at South River, Mo. (located near Palmyra), in Marion County, Mo., to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, Texas, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 110098 (Sub-No. 57), filed June 1, 1965. Applicant: ZERO REFRIGERATED LINES, a corporation, 815 Merida Street, Box 7249, Station A, San Antonio, Tex. Applicant's attorney: Donald L. Stern, 630 City National Bank Building, Omaha 2, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses* (except hides and commodities in bulk, in tank vehicles), as described in Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Minneden, Nebr., and points within five (5) miles thereof to points in Arkansas, Oklahoma, Louisiana, Texas, New Mexico, Arizona, Nevada, and California. Note: If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 110098 (Sub-No. 58), filed June 1, 1965. Applicant: ZERO REFRIGERATED LINES, a corporation, 815 Merida Street, Box 7249, Station A, San Antonio, Tex. Applicant's attorney: Donald L. Stern, 630 City National Bank Building, Omaha 2, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses* (except hides and commodities in bulk, in tank vehicles), as described in Appendix I to the report in *Descriptions in Motor Carrier Certifi-*

*cates*, 61 M.C.C. 209 and 766, from Darr, Nebr., to points in Arkansas, Oklahoma, Louisiana, Texas, New Mexico, Arizona, Nevada, and California. Note: If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 110420 (Sub-No. 453), filed May 24, 1965. Applicant: QUALITY CARRIERS, INC., 100 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Figge (same as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia, ammonium nitrate, urea, nitric acid, sulphuric acid, and fertilizer solutions*, liquid, in bulk, in tank vehicles, from the plantsite of the American Cyanamid Co. at South River, Mo. (located near Palmyra), in Marion County, Mo., to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, Texas, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 110420 (Sub-No. 454), filed May 28, 1965. Applicant: QUALITY CARRIERS, INC., 100 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Figge, Post Office Box 339, Burlington, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Sugar*, in bulk, from the town of Montezuma, Cayuga County, N.Y., to points in Michigan, Ohio, and Pennsylvania. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 110420 (Sub-No. 455), filed May 28, 1965. Applicant: QUALITY CARRIERS, INC., 100 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Figge, Post Office Box 339, Burlington, Wis. Authority sought to operate as a common carrier by motor vehicle, over irregular routes, transporting: *Liquid animal feed ingredients not produced from animal fats or vegetable oils*, in bulk, in tank vehicles, from Crete, Nebr., to points in Illinois, Iowa, Minnesota, Missouri, and Wisconsin. Note: If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 110420 (Sub-No. 456), filed May 28, 1965. Applicant: QUALITY CARRIERS, INC., 100 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Figge (same as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid sugar*, in bulk, in tank vehicles, from Cincinnati, Ohio, to points in Indiana and Kentucky. Note: If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky.

No. MC 110420 (Sub-No. 457), filed May 28, 1965. Applicant: QUALITY CARRIERS, INC., 100 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Figge (same as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from Carrollton, Ky.,

to East Chicago, Ind. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky.

No. MC 110525 (Sub-No. 728), filed May 24, 1965. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorneys: Leonard A. Jaskiewicz, 1155 15th Street NW., Madison Building, Washington, D.C., 20005, and Edwin H. van Deusen, 506 East Lancaster Avenue, Downingtown, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Nitrogen tetroxide*, in bulk, in specially designed tank trailers, between Hercules, Calif.; Cape Kennedy, Fla.; Lewis Research Center, located near Cleveland, Ohio; missile sites located at or near Davis-Monthan Air Force Base, Ariz.; Little Rock Air Force Base, Ark.; and McConnell Air Force Base, Kans.; Denver, Colo., and points within 25 miles thereof. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 110525 (Sub-No. 729), filed May 27, 1965. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorney: Leonard Jaskiewicz, 1155 15th Street NW., Washington, D.C., 20005, and Edwin H. van Deusen (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Coal tar pitch*, dry, in bulk, in tank or hopper-type vehicles, from Ironton and Cleveland, Ohio, to points in Illinois, Indiana, Michigan, New York, Ohio, Pennsylvania, and West Virginia. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Cleveland, Ohio.

No. MC 111170 (Sub-No. 99), filed May 26, 1965. Applicant: WHEELING PIPE LINE, INC., Post Office Box 1718, El Dorado, Ark. Applicant's attorney: Thomas Harper, Post Office Box 49, Fort Smith, Ark. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Commodities* in bulk, from points in Arkansas to points in Arkansas. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Little Rock, Ark.

No. MC 111812 (Sub-No. 289), filed May 28, 1965. Applicant: MIDWEST COAST TRANSPORT, INC., Post Office Box 747, Sioux Falls, S. Dak., 57101. Applicant's attorney: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr., 68102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packing-houses* (except hides and commodities in bulk, in tank vehicles), from points in Dawson and Kearney Counties, Nebr., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, the Lower Peninsula of Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia. **NOTE:** If a hearing is deemed

necessary, applicant requests it be held at Omaha, Nebr.

No. MC 111812 (Sub-No. 290), filed May 24, 1965. Applicant: MIDWEST COAST TRANSPORT, INC., Wilson Terminal Building, Post Office Box 747, Sioux Falls, S. Dak., 57101. Applicant's attorney: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr., 68102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, canned, prepared or preserved (other than frozen), from points in Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, Ocean, and Salem Counties, N.J., points in Accomack and Northampton Counties, Va., and points in Delaware and Maryland, to points in Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, and Wisconsin. **NOTE:** Applicant states no duplicating authority sought herein. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 112846 (Sub-No. 42), filed May 20, 1965. Applicant: PENNLAND TANKERS, INC., Post Office Box 273 Oil City, Pa. Applicant's attorney: Harold G. Hernly, 711 14th Street NW., Washington, 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 Petrolia and Karns City, Pa., to points in Connecticut, Massachusetts, Maine, New Hampshire, Rhode Island, and Vermont. **NOTE:** If a hearing is deemed necessary, applicant does not specify place desired.

No. MC 113267 (Sub-No. 152), filed May 24, 1965. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., Post Office Box 548, Caseyville, Ill. Applicant's attorney: R. H. Burroughs, 115-A East Main Street, Collinsville, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in Appendix I, to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles), from Louisville, Ky., to points in Florida, Georgia, Tennessee, North Carolina, South Carolina, Alabama, Mississippi and Louisiana. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky.

No. MC 113325 (Sub-No. 43), filed May 20, 1965. Applicant: SLAY TRANSPORTATION CO., INC., 2001 South Seventh Street, St. Louis, Mo., 63104. Applicant's attorney: Chester A. Zyblut, 1000 Connecticut Avenue NW., Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Acids and chemicals*, liquid in bulk, in tank vehicles, from the plantsite and storage facilities of Monsanto Co. located at or near El Dorado, Ark.; Long Beach, and Santa Clara, Calif.; Augusta, Ga.; Soda Springs, Idaho; Springfield and Everett,

Mass.; Muscatine, Iowa; Luling, La.; Trenton, Mich.; Bridgeport and Kearny, N.J.; Addyston, Ohio; Columbia, Tenn.; Alvin and Texas City, Tex.; and Nitro, W. Va., to points in the St. Louis, Mo.-East St. Louis, Ill. commercial zone. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 113434 (Sub-No. 16), filed May 26, 1965. Applicant: GRA-BELL TRUCK LINE, INC., 679 Lincoln Avenue, Holland, Mich. Applicant's attorney: Wilhelmina Boersma, 2850 Penobscot Building, Detroit, Mich., 48226. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Canned goods*, (1) from the distribution center of Michigan Fruit Canners located approximately two (2) miles west of Coloma, Mich., to points in Pennsylvania, those in that part of West Virginia on and north of U.S. Highway 60 from Huntington to Charleston, W. Va., and on, north and west of U.S. Highway 119 from Charleston, W. Va. to the West Virginia-Pennsylvania State line and Baltimore and Cumberland, Md., and Washington, D.C., and points within 15 miles of Baltimore, Cumberland, and Washington, D.C., and (2) from Baltimore, Md., and points within 15 miles thereof, to the site of the distribution center of Michigan Fruit Canners located approximately two (2) miles west of Coloma, Mich., and *rejected shipments*, on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Chicago, Ill.

No. MC 113466 (Sub-No. 5), filed May 25, 1965. Applicant: CECIL E. ALTO AND ROBERT A. ALTO, a partnership doing business as ALTO BROS. TRUCKING, Route 1, Box 220, Eureka, Calif. Applicant's attorney: Earle V. White, Fifth Avenue Building, 2130 Southwest Fifth Avenue, Portland 1, Oreg. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Lumber and plywood*, between points in Del Norte, Siskiyou, Humboldt, Trinity, and Mendocino Counties, Calif. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 113855 (Sub-No. 109), filed May 26, 1965. Applicant: INTERNATIONAL TRANSPORT, INC., Highway 52, South, Rochester, Minn. Applicant's attorney: Gene P. Johnson, First National Bank Building, Fargo, N. Dak., 58102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Trucks* in initial movement in truckaway service, from Decatur, Ill., to points in Arizona, Nevada, Utah, California, Oregon, Washington, Idaho, Montana, and to ports of entry on the international boundary line between the United States and Canada in Minnesota and North Dakota, and (2) *parts, attachments and accessories* for trucks, from Decatur, Morton and Joliet, Ill., to the above mentioned destination points. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Chicago, Ill.

No. MC 113908 (Sub-No. 162), filed May 26, 1965. Applicant: ERICKSON TRANSPORT CORPORATION, 706 West Tampa, Post Office Box 3180, Springfield, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fruit juices and crushed, stemmed grapes*, in bulk, in tank vehicles, from points in Michigan and New York, to Altus, Ark. NOTE: If a hearing is deemed necessary, applicant requests it be held at Little Rock, Ark.

No. MC 113951 (Sub-No. 3), filed May 25, 1965. Applicant: M. D. CRESSY COMPANY, INC., 10 Temple Street, Charlestown, Mass. Applicant's attorney: Raymond E. Bernard, 60 Brattle Street, Harvard Square, Cambridge 38, Mass. Authority sought to operate as a common carrier by motor vehicle, over irregular routes, transporting: *Bananas*, from Port Newark, N.J., to Manchester, N.H., Providence, R.I., points in Maine and points in that part of Massachusetts in and east of Worcester County. NOTE: If a hearing is deemed necessary, applicant requests it be held at Boston, Mass.

No. MC 114045 (Sub-No. 178), filed May 24, 1965. Applicant: TRANS-COLD EXPRESS, INC., Post Office Box 5842, Dallas, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Bananas*, in vehicles equipped with mechanical refrigeration, from New Orleans, La., and Gulfport, Miss., to points in Texas, Oklahoma, and Kansas. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 114045 (Sub-No. 179), filed May 24, 1965. Applicant: TRANS-COLD EXPRESS, INC., Post Office Box 5842, Dallas, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *French fried potatoes, potato products and frozen vegetables*, from the plant site of Ore-Ida Foods, Inc., located at Ontario, Oreg., to Boise, Idaho. NOTE: Applicant states that it intends to tack the above proposed authority with that authority previously granted in Certificate No. MC 114045 (Sub-Nos. 145 and 146), wherein applicant is authorized to serve points in the States of California, Idaho, Arkansas, New Mexico, Louisiana, Texas, and Oklahoma. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 114091 (Sub-No. 68), filed May 26, 1965. Applicant: HUFF TRANSPORT CO., INC., Fern Valley Road, Louisville, Ky. Applicant's attorney: Rudy Yessin, Sixth Floor McClure Building, Frankfort, Ky. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia, ammonium nitrate, urea, nitric acid, sulphuric acid, and fertilizer solutions*, liquid, in bulk, in tank vehicles, from the plant site of the American Cyanamid Co. located at South River, Mo. (near Palmyra in Marion County), to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, Texas,

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

No. MC 115771 (Sub-No. 7), filed May 25, 1965. Applicant: PENBROOK HAULING COMPANY, INC., Post Office Box 1551, Harrisburg, Pa. Applicant's attorney: Christian V. Graf, 407 North Front Street, Harrisburg, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities* (except those injurious or contaminating to other lading, commodities in bulk and Classes A and B explosives), between the sites of rail piggyback yards, sidings, freight terminals, and classification yards, located in Harrisburg, Pa., commercial zone, on the one hand, and, on the other, points in Pennsylvania on and east of U.S. Highway 220. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Harrisburg, Pa.

No. MC 115826 (Sub-No. 39) (AMENDMENT), filed January 5, 1965, published in FEDERAL REGISTER issue of January 20, 1965, amended June 4, 1965, and republished as amended this issue. Applicant: W. J. DIGBY, INC., 1960 31st Street, Post Office Box 5088, Terminal Annex, Denver, Colo. Applicant's attorney: Michael T. Corcoran, 1360 Locust Street, Denver, Colo., 80220. 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* as defined in sections A, B, and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles) from points in Dakota County, Nebr. and Sioux City, Iowa, to points in Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming. NOTE: The purpose of this republication is to add Sioux City, Iowa, as an origin point. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 115826 (Sub-No. 65), filed May 24, 1965. Applicant: W. J. DIGBY, INC., Box 5088 T. A., Denver, Colo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Dairy products, including ice cream and ice cream stick novelties*, from Englewood, Colo., to Phoenix, Tucson, and Yuma, Ariz., and San Diego and Los Angeles, Calif. NOTE: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 117291 (Sub-No. 1), filed May 27, 1965. Applicant: JACK C. TURNER, doing business as TURNER TOWING COMPANY, 2620 Pacific Avenue, Tacoma, Wash., 98402. Applicant's representative: Joseph O. Earp, 411 Lyon Building, 607 Third Avenue, Seattle, Wash., 98104. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Disabled motor vehicles*, by use of wrecker equipment only, (1) between points in Washington, and (2) between points in Washington, on the one hand, and, on the other, points in Oregon. NOTE: If

a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 117574 (Sub-No. 123), filed May 24, 1965. Applicant: DAILY EXPRESS, INC., Post Office Box 39, Mail Route No. 3, Carlisle, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Articles* which because of size or weight require the use of special equipment, and (2) *articles* which do not require the use of special equipment only when moving in the same shipment or same vehicle with articles in (1) above, between points in New York on and west of U.S. Highway 15, on the one hand, and, on the other, points in the United States. NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 117686 (Sub-No. 56), filed May 20, 1965. Applicant: HIRSCHBACH MOTOR LINES, INC., 3324 U.S. Highway 75 North, Sioux City, Iowa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts, and articles distributed by meat packinghouses* as described in sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles, and except hides), between Sioux Falls, S. Dak., and Arkansas City, and Wichita, Kans. NOTE: If a hearing is deemed necessary, applicant requests it be held at Sioux Falls, S. Dak.

No. MC 117815 (Sub-No. 37) (AMENDMENT), filed March 26, 1965. Published FEDERAL REGISTER issue April 14, 1965, republished as amended April 28, 1965, and republished as further amended this issue. Applicant: PULLEY FREIGHT LINES, INC., 2341 Easton Boulevard, Des Moines, 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* (except hides and commodities in bulk, in tank vehicles), from points in Dakota County, Nebr. and Sioux City, Iowa, to points in Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Wisconsin, New Jersey, New York, Ohio, and Pennsylvania. NOTE: The purpose of this republication is to add the origin point of Sioux City, Iowa. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr., or Des Moines, Iowa.

No. MC 118474 (Sub-No. 3), filed May 24, 1965. Applicant: AIR VAN LINES, INC., 135 Post Road, Anchorage, Alaska. Applicant's attorney: Wyman C. Knapp, 740 Roosevelt Building, 727 West Seventh Street, Los Angeles 17, Calif. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in Alaska. NOTE: If a hearing is deemed necessary, applicant requests it be held at Juneau or Ketchikan, Alaska.

No. MC 119741 (Sub-No. 15) (AMENDMENT), filed March 26, 1965, published FEDERAL REGISTER issue April 14, 1965, and republished as amended this issue. Applicant: GREEN FIELD TRANS-

PORT COMPANY, INC., Post Office Box 1453, Winter Haven, Fla. Applicant's attorney: Paul M. Daniell, 1600 First Federal Building, Atlanta, Ga., 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as defined by the Commission from points in Dakota County, Nebr. and Sioux City, Iowa, to points in Iowa, Illinois, Indiana, Ohio, Kansas, and Missouri. **NOTE:** The purpose of this republication is to add the origin point of Sioux City, Iowa. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa or Omaha, Nebr.

No. MC 119741 (Sub-No. 16), filed May 24, 1965. Applicant: GREEN FIELD TRANSPORT COMPANY, INC., Post Office Box 1453, Winter Haven, Fla. Applicant's attorney: Robert E. Born, Suite 1600 First Federal Building, Atlanta, Ga., 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Oleomargarine, shortening, lard, tallow, salad dressings and table sauces*, in vehicles equipped with mechanical refrigeration, from points in Morgan County, Ill., to points in Nebraska, Missouri, Iowa, Kansas, Wisconsin, Minnesota, Indiana, Michigan, Ohio, Kentucky, North Dakota, and South Dakota, restricted against movements in bulk, in tank vehicles. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo. or Springfield, Ill.

No. MC 119777 (Sub-No. 38), filed May 26, 1965. Applicant: LIGON SPECIALIZED HAULER, INC., Post Office Box 31, Madisonville, Ky. Applicant's attorney: Robert M. Pearce, 221 Saint Clair, Frankfort, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building board, wall board, insulation board, finished or not finished, with or without decorative or protective material, and accessories and supplies used in the installation thereof*, from Wright City, Mo., to points in the continental United States, and *rejected shipments*, on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 119778 (Sub-No. 89), filed May 17, 1965. Applicant: REDWING CARRIERS, INC., Post Office Box 34, Powderly Station, Birmingham, Ala. Applicant's attorney: J. Douglas Harris, 413 Bell Building, Montgomery 4, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Corn syrup and liquid sugar, and blends of corn syrup and liquid sugar*, in bulk, in tank vehicles, from points in Cullman County, Ala., to points in Georgia. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Montgomery, Ala.

No. MC 119778 (Sub-No. 90), filed May 24, 1965. Applicant: REDWING CARRIERS, INC., Post Office Box 34, Powderly Station, Birmingham, Ala. Applicant's attorney: J. Douglas Harris, 413 Bell Building, Montgomery 4, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and pe-*

*troleum products*, in packages and drums, from Tuscaloosa, Ala., to points in Tennessee and points in Georgia on and west of U.S. Highway 129. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Montgomery, Ala.

No. MC 119778 (Sub-No. 91), filed May 24, 1965. Applicant: REDWING CARRIERS, INC., Post Office Box 34, Powderly Station, Birmingham, Ala. Applicant's attorney: J. Douglas Harris, 413 Bell Building, Montgomery 4, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fly ash*, from points in Shelby County, Ala., to points in Oklahoma and Missouri. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Montgomery or Birmingham, Ala., or Atlanta, Ga.

No. MC 119778 (Sub-No. 92), filed May 25, 1965. Applicant: REDWING CARRIERS, INC., Post Office Box 34, Powderly Station, Birmingham, Ala. Applicant's attorney: Frank B. Hand, Jr., 921 17th Street NW, Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid petroleum products in bulk*, from points in Muscogee County, Ga., to points in Alabama, Florida, Georgia, North Carolina, South Carolina, Tennessee, and Mississippi. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 120392 (Sub-No. 2) (AMENDMENT), filed March 15, 1965, published FEDERAL REGISTER issue of April 28, 1965, amended June 4, 1965, and republished as amended this issue. Applicant: HENRY C. SMITH, doing business as ARROW VAN LINES, 88 Randolph Street, Savannah, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New and used household furniture and household appliances*, in less than truckload lots, between Savannah, Ga., on the one hand, and, on the other, points in Beaufort, Colleton, Hampton, and Jasper Counties, S.C. **NOTE:** The purpose of this republication is to more clearly set forth the commodity description. If a hearing is deemed necessary, applicant requests it be held at Savannah, Ga.

No. MC 123048 (Sub-No. 62), filed May 26, 1965. Applicant: DIAMOND TRANSPORTATION SYSTEM, INC., 1919 Hamilton Avenue, Racine, Wis. 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 irregular routes, transporting: *Tractors, tractors with attachments (except truck tractors and truck tractor attachments and except commodities that require the use of special equipment or special handling) and parts for the units being transported*, from Burlington, Iowa, to points in Missouri and Oklahoma, and *rejected shipments*, on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Madison or Milwaukee, Wis.

No. MC 123569 (Sub-No. 6), filed May 26, 1965. Applicant: MATCH TRANSPORTATION COMPANY, a cor-

poration, Post Office Box 390, Colton, Calif. Applicant's attorney: R. Y. Schureman, 1010 Wilshire Boulevard, Los Angeles, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk, from Cushenberry, Calif., to Mercury Test Site, Nev., and points in Clark County, Nev. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif.

No. MC 123854 (Sub-No. 2), filed November 26, 1963. Applicant: RALPH BONDURANT, doing business as BONDURANT'S SERVICE, 91 South Forge Street, Akron, Ohio. Applicant's representative: John R. Meeks, Post Office Box 1389, Akron 9, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wrecked, disabled, abandoned, repossessed, stolen, or embezzled vehicles*, except mobile and house trailers, with or without cargo, by wrecker equipment only, and *dollies*, where said vehicles are in such condition that they cannot be towed, and *replacement vehicles and equipment*, between points in Medina, Portage, Stark, Summit, and Wayne Counties, Ohio, on the one hand, and, on the other, points in Illinois, Maryland, New Jersey, New York, and the District of Columbia. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Akron, Ohio.

No. MC 125440 (Sub-No. 2), filed May 18, 1965. Applicant: JULES TISCHLER AND PAUL JOHNSON, a partnership, doing business as RARITAN MOTOR EXPRESS, Van Dyke Road, Branchburg, N.J. 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: *Precast concrete panels, and materials, supplies, and equipment used in the manufacture, erection, and attachment of such commodity*, between Bound Brook, N.J.; Worcester, Mass., and Brandywine, Md., on the one hand, and, on the other, points in Connecticut, Delaware, the District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York (except Allegany, Cattaraugus, Chatauga, Chemung, Erie, Genesee, Livingston, Monroe, Niagara, Ontario, Orleans, Schuyler, Seneca, Steuben, Tioga, Tompkins, Wayne, Wyoming, and Yates Counties, N.Y.), points in Philadelphia, Bucks, Chester, Delaware, and Montgomery Counties, Pa., Rhode Island, Vermont, Virginia, and West Virginia. **NOTE:** Applicant states they will transport refused and rejected shipments, on return. They further state the proposed operation will be under a continuing contract or contracts with Eastern Schokcrete Corp., Bound Brook, N.J. If hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 125808 (Sub-No. 1), filed May 27, 1965. Applicant: AAA CON DRIVERS EXCHANGE, INC., 147 West 42d Street, New York, 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: *Passenger automobiles, trucks (¾ ton or less)*, with or without

baggage, sporting equipment and personal effects in secondary movements in driveway service, between points in the continental United States, including Alaska. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 125997 (Sub-No. 2), filed May 24, 1965. Applicant: L. C. FOESCH, doing business as FOESCH TRANSFER LINE, Post Office Box 434, Shawano, Wis. Applicant's attorney: John T. Porter, 768 First National Bank Building, Madison, Wis., 53703. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Pipe or casing and accessory parts thereto*, from Shawano, Wis., to points in the Upper Peninsula of Michigan. **NOTE:** Applicant states that the proposed operation will under continuing contract with Ernie R. Domrath, doing business as V & E Distributing Co., Shawano, Wis. If a hearing is deemed necessary, applicant requests it be held at Madison, Wis.

No. MC 126381 (Sub-No. 4), filed May 26, 1965. Applicant: FRANK RIVIELLO, 860 West Oak Street, Old Forge, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Miniature golf courses*, set up in sections and pool tables, shipped with legs removed (neither commodity to be boxed or crated), from Scranton, Pa., to points in Virginia, Georgia, North Carolina, South Carolina, Florida, Alabama, Louisiana, and Tennessee. **NOTE:** Applicant states that the above proposed operation will be conducted for the account of Lomma Enterprises, Inc. If a hearing is deemed necessary, applicant does not specify place of hearing.

No. MC 126563 (Sub-No. 3), filed May 20, 1965. Applicant: S. B. PLATT, III, Highway 45 North, Columbus, Miss. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pulp sludge and other waste products of paper manufacturers*, in bulk only, from points in Mississippi and Alabama, to points in Alabama and Mississippi. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Meridian, Miss.

No. MC 126831 (Sub-No. 3), filed May 24, 1965. Applicant: MARKET STREET VAN & STORAGE, INC., 1875 Mission Street, San Francisco, Calif. Applicant's attorney: Marshall G. Berol, 21st Floor, 100 Bush Street, San Francisco 4, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used household goods* as defined by the Commission in 17 M.C.C. 467, between points in San Francisco, Marin, San Mateo, Alameda, and Santa Clara Counties, Calif. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 127133 (Sub-No. 2), filed May 26, 1965. Applicant: DANIEL ROCKLIN, doing business as ROCKLIN TRUCKING CO., 13 East 3d Street, New York, N.Y. Applicant's attorney: William J. Augello, Jr., 2 West 45th Street, New York, N.Y., 10036. Authority sought to operate as a *contract carrier*, by mo-

tor vehicle, over irregular routes, transporting: *Books, periodical and magazines, and returned unsold issues*, between Pine Brook, N.J., and points in the New York, N.Y., commercial zone. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 127181 (Sub-No. 1), filed May 27, 1965. Applicant: MELVIN E. NEWCOMB, 712 Sixth Avenue West, Spencer, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer, agricultural chemicals, and equipment, and supplies*, incidental to the application of fertilizer and agricultural chemicals, from Spencer, Iowa, to points in Minnesota, Nebraska, and South Dakota. **NOTE:** Applicant states the proposed operation will be under a continuing contract with American Cyanamid Co. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 127231 (Sub-No. 1), filed May 27, 1965. Applicant: KENNETH L. FISHER, Marble Rock, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer, agricultural chemicals, and equipment, and supplies*, incidental to the application of fertilizer and agricultural chemicals, from Charles City, Iowa, to points in Illinois, Minnesota, and Wisconsin. **NOTE:** Applicant states the proposed operation will be under a continuing contract with American Cyanamid Co. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 127273, filed May 13, 1965. Applicant: ROSS E. WALKER, Rural Delivery No. 2, Somerset, Pa. Applicant's attorney: William S. Livengood, Jr., 227 State Street, Harrisburg, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Ice cream, cottage cheese* in containers, *butter, whipped cream* in pressurized cans and *powdered milk* in paper bags, (1) from Pittsburgh, Pa., to points in Mongalia, Marion, Harrison, Kanawha, and Raleigh Counties, W. Va., and (2) between points in Mongalia, Marion, Harrison, Kanawha, and Raleigh Counties, W. Va. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 127278 (Sub-No. 1), filed May 28, 1965. Applicant: PACIFIC VAN & STORAGE CO., INC., 1415 West Torrance Boulevard, Torrance, Calif. Applicant's attorney: Alan F. Wohlstetter, 1 Farragut Square South, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission (1) between points in Los Angeles, Orange, Kern, San Diego, Riverside, San Bernardino, and Ventura Counties, Calif., and (2) between points in San Mateo, Alameda, Contra Costa, Marin, Santa Cruz, and Santa Clara

Counties, Calif., restricted to shipments having a prior or subsequent movement beyond said counties, and further restricted to pickup and delivery service incidental to and in connection with packing, crating, and containerization or unpacking, uncrating and decontainerization of such shipments. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif.

No. MC 127289, filed May 24, 1965. Applicant: H. MORRIS, doing business as JEWETT SCOTT TRUCK LINE, 1208 Tittle Street, Post Office Box 267, Mangum, Okla. Applicant's attorney: James W. Hightower, Wynnewood Professional Building, Dallas, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer* in bags and sacks, from Bonham, Galveston, Houston, Pasadena, and Texas City, Tex., to points in Beckham, Greer, Harmon, Jackson, Kiowa, Tillman, and Washita Counties, Okla., and *exempt commodities, and damaged or rejected shipments* of the above commodities, on return. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Oklahoma City, Okla.

No. MC 127298, filed May 24, 1965. Applicant: ROBERT W. KOLARICH, Jeffrey City, Wyo. Applicant's attorney: H. S. Harnsberger, Jr., First National Bank Building, 303 Main Street, Lander, Wyo. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Mine roof supporting material consisting primarily of steel, rock bolts and pads, mining equipment, and unfinished mining products*, from Salt Lake City, Utah, and Denver, Colo., to Jeffrey City, Wyo. **NOTE:** Applicant states the proposed operations will be under a contract with Continental Mining Co. and Western Nuclear, Inc. If a hearing is deemed necessary, applicant requests it be held at Lander, Wyo.

No. MC 127299, filed May 24, 1965. Applicant: IRVING CHERNEKOFF AND NORMAN CHERNEKOFF, doing business as INSTALLERS ASSOCIATES, 88 Ruby Drive, Claymont, Del. Applicant's attorney: Morris J. Winokur, 1920 Two Penn Center Plaza, John F. Kennedy Boulevard, at 15th Street, Philadelphia, Pa., 19102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Gas and electric appliances, household goods, furniture and household and office furnishings and counter tops*, from the stores of and warehouses used by W. T. Grant Co., J. C. Penney Co., Inc., and Cherry's, Inc., located in Philadelphia, Delaware, and Montgomery Counties, Pa., and points in Delaware, to points in Pennsylvania, New Jersey, Delaware, and Maryland and *returned, exchanged, and damaged shipments*, on return. **NOTE:** Applicant states that the above-proposed operation will be under continuing contracts with W. T. Grant Co., J. C. Penney Co., Inc., and Cherry's, Inc. If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 127301, filed May 24, 1965. Applicant: ROY G. GROVER, doing business as GROVER TRUCKING, Rural

Delivery No. 1, Willseyville, N.Y. Applicant's representative: Raymond A. Richards, 35 Curtice Park, Post Office Box 25, Webster, N.Y., 14580. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building materials*, restricted to transportation in stake body dump trucks and in flat bed trailers, from Endicott, N.Y., to points in Bradford, Lackawanna, Susquehanna, Wayne, and Wyoming Counties, Pa. Note: If a hearing is deemed necessary, applicant requests it be held at Rochester, N.Y.

No. MC 127303, filed May 26, 1965. Applicant: HENRY ZELMER, doing business as ZELMER TRUCK LINES, Granville, Ill. Applicant's attorney: Albert A. Andrin, 105 West Adams Street, Chicago, Ill., 60603. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages and related advertising materials*, from points in the Minneapolis-St. Paul, Minn. commercial zone, to Danville, Peoria, Aurora, Loves Park, Spring Valley, and Urbana, Ill. Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

#### MOTOR CARRIERS OF PASSENGERS

No. MC 675 (Sub-No. 3), filed May 24, 1965. Applicant: CLYDE B. ALEXANDER, doing business as A. & M. TRANSIT LINES, 1652 South Morgan Avenue, Alliance, Ohio. Applicant's attorney: Taylor C. Burneson, 3430 LeVeque-Lincoln Tower, 50 West Broad Street, Columbus, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Passengers and their baggage*, in round-trip special operations and round-trip charter operations, beginning and ending at points in Summit, Portage, and Stark Counties, Ohio, and extending to points in Virginia, New York (including ports of entry on the international boundary line between the United States and Canada), Michigan (including ports of entry on the international boundary line between the United States and Canada), and the District of Columbia, and (2) *passengers and their baggage*, in round-trip special operations, beginning and ending at Alliance and Akron, Ohio, and extending to points in the United States, including Alaska (but excluding Hawaii), and including ports of entry on the international boundary lines between the United States and Canada and between the United States and Mexico. Note: Applicant states he is authorized by virtue of Certificate No. MC 675 to transport passengers and their baggage, in round-trip charter operations, beginning and ending at points in Summit, Portage, and Stark Counties, Ohio, and extending to the District of Columbia, Alexandria, Va., and points in Arlington and Fairfax Counties, Va.; and in Certificate No. MC 675 (Sub-No. 2), passengers and their baggage, in round-trip charter operations, beginning and ending at points in Summit, Portage, and Stark Counties, Ohio, and extending to New York, N.Y. In such respects, ap-

plicant seeks no duplicative authority. If a hearing is deemed necessary, applicant requests it be held at Akron or Cleveland, Ohio.

No. MC 108570 (Sub-No. 3), filed May 21, 1965. Applicant: LITTEN & LITTEN MOTOR LINES, INC., Box 128, Knoxville, Md. 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: *Passengers and their baggage*, in charter operations, beginning and ending at Frederick and Middletown, Md., and extending to points in Pennsylvania, New Jersey, Maryland, Virginia, West Virginia, and the District of Columbia. Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 124989 (Sub-No. 4), filed May 20, 1965. Applicant: ALASKAN COACHWAYS, LIMITED, Post Office Box 516, Fairbanks, Alaska. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, express, mail, and newspapers* in the same vehicle with passengers, (1) between Seattle, Wash., and the port of entry located on the international boundary line between the United States and Canada located at or near Sumas, Wash.; from Seattle over U.S. Highway 99 to junction Alternate U.S. Highway 99, thence over Alternate U.S. Highway 99 to junction Washington Highway 546, thence over Washington Highway 546 to the port of entry located on the international boundary line between the United States and Canada located at or near Sumas and return over the same route, serving no intermediate points; (2) between Seattle, Wash., and the port of entry located at or near Blaine, Wash., over U.S. Highway 99, serving no intermediate points. Note: Applicant states that it presently serves Alaska through ports of entry on the Alaska-Canada boundary line at or near Porcupine and Tok, Alaska. If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash., Juneau, or Anchorage, Alaska.

#### APPLICATIONS FOR BROKERAGE LICENSES

##### MOTOR CARRIERS OF PASSENGERS

No. MC 12675 (Sub-No. 2), filed May 19, 1965. Applicant: PAULINE E. SNODGRASS, 811 Elm Street, Martins Ferry, Ohio. Applicant's attorney: Charles J. Williams, 1060 Broad Street, Newark, N.J., 07102. For a license (BMC 5) to engage in operations as a *broker* at Martins Ferry, Ohio, in arranging for the transportation by motor vehicle, in interstate or foreign commerce, of *passengers and their baggage*, in charter operations, beginning and ending at points in Belmont, Jefferson, and Monroe Counties, Ohio, and Ohio, Brooke, and Hancock Counties, W. Va., and extending to points in the United States, including Alaska and Hawaii. Note: Applicant states if the above authority is granted, it will request revocation of her existing authority in MC 12675 (Sub-No. 1).

#### APPLICATIONS FOR WATER CARRIERS

##### WATER CARRIERS OF PROPERTY

No. W-431 (Sub-No. 11) (AMENDMENT) (SIOUX CITY AND NEW ORLEANS BARGE LINES, INC.—EXTENSION—ARKANSAS RIVER), filed April 19, 1965, published FEDERAL REGISTER, issue of May 5, 1965, amended June 3, 1965, and republished as amended this issue. Applicant: SIOUX CITY AND NEW ORLEANS BARGE LINES, INC., 5012 Telephone Road, Houston, Tex. Applicant's attorney: Harry W. Patterson, First City National Bank Building, Houston, Tex., 77002. Application filed April 19, 1965, for a revised certificate authorizing extension of its operations to include operation as a *common carrier* by water in interstate or foreign commerce, by nonself propelled vessels with the use of separate towing vessels in the transportation of general commodities, and by towing vessels in the performance of general towage (a) between ports and points along the Verdigris River, and the Arkansas River, and its tributaries, the Arkansas Post Canal, and the White River from the Arkansas Post Canal to its confluence with the Mississippi River, and (b) between ports and points specified in (a) above, on the one hand, and, on the other, ports and points applicant is presently authorized to serve along the Mississippi River from Grafton, Ill., to Port Sulphur, La., the Illinois Waterway, the Ohio River, the Monongahela River below Brownsville, Pa., the Allegheny River below Kittanning, Pa., and the Missouri River, including the ports and points applicant is presently authorized to serve. Note: The purpose of this republication is to add: "the Allegheny River below Kittanning, Pa.", inadvertently omitted from the original application.

##### WATER CARRIERS OF PASSENGERS

No. W-1213 (Sub-No. 1) (TAHOE WATER TAXI, INC., COMMON CARRIER APPLICATION), filed June 1, 1965. Applicant: TAHOE WATER TAXI, INC., Kingsbury Office Building, Kingsbury Grade, Stateline, Nev. Application for a certificate as a *common carrier* by water covering a new operation, over regular and irregular routes, in the transportation of *passengers*, between points on Lake Tahoe, Nev.-Calif.

#### APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN REQUESTED

##### MOTOR CARRIERS OF PROPERTY

No. MC 2488 (Sub-No. 8), filed May 27, 1965. Applicant: JACK McFEELY, doing business as McFEELY TRUCKING COMPANY, 1502 Industrial Drive, Erie, Pa. Applicant's representative: J. C. Schriener, 11615 Detroit Avenue, Cleveland, Ohio. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Pig iron and coke*, from Erie, Pa., to points in Chenango, Herkimer, and Oneida Counties, N.Y.

No. MC 3009 (Sub-No. 59), filed May 24, 1965. Applicant: WEST BROTHERS, INC., 706 East Pine Street, Hattiesburg,

Miss. 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 commodities requiring special equipment), between Selma, Ala., and Meridian, Miss., over U.S. Highway 80, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's authorized regular-route operations.

No. MC 52458 (Sub-No. 202), filed June 8, 1965. Applicant: T. I. McCORMACK TRUCKING CO., INC., U.S. Highway 9 at Green Street, Woodbridge, N.J. Applicant's attorney: Chester A. Zyblut, 1000 Connecticut Avenue NW., Washington, D.C., 20036. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products* (except petrochemicals and asphalt), in bulk, in tank vehicles, from Petrolia, Pa., to points in Delaware, New Jersey, and New York.

No. MC 59114 (Sub-No. 2), filed March 1, 1965. Applicant: ROYAL MOTOR LINES, INC., Eastern and Moonachie Avenues, Carlstadt, N.J. Applicant's attorney: Maxwell A. Howell 1511 K Street NW., Washington 5, D.C. 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), (1) between Scranton, Pa., and New York, N.Y., (a) from Scranton over unnumbered highways through Moosic, Pa., to junction Pennsylvania Highway 502, thence over Pennsylvania Highway 502 to junction Pennsylvania Highway 307, thence over Pennsylvania Highway 307 to junction U.S. Highway 611 (also from Scranton over Pennsylvania Highway 307 to junction U.S. Highway 611, also from Scranton over U.S. Highway 611 to junction Pennsylvania Highway 307), thence over U.S. Highway 611 to junction U.S. Highway 46, and thence over U.S. Highway 46 to New York (also from junction U.S. Highway 46 and New Jersey Highway 3, over New Jersey Highway 3 through the Lincoln Tunnel to New York), and return over the same routes; (b) from Scranton over U.S. Highway 11 to Wilkes-Barre, Pa. (also from Scranton over Pennsylvania 315 to Wilkes-Barre).

Thence over U.S. Highway 309 to junction U.S. Highway 22, thence over U.S. Highway 22 to Newark, N.J., thence over U.S. Highways 1 and 9 (also Truck and Business U.S. Highways 1 and 9), through the Holland Tunnel to New York (also from junction U.S. Highway 22 and New Jersey Highway 82 over New Jersey Highway 82 to junction New Jersey Highway 439, and thence over New Jersey Highway 439 via the Goethals Bridge to New York), and return over the same routes; (c) from Scranton over Pennsylvania Turnpike, Northeast Extension to junction U.S. Highway 22, thence over U.S. Highway 22 to Newark, N.J., and

thence over the routes described above to New York, and return over the same routes; (d) from Scranton over U.S. Highway 6 to junction U.S. Highway 206, thence over U.S. Highway 206 to junction U.S. Highway 46, thence over U.S. Highway 46 to junction New Jersey Highway 3, thence over New Jersey Highway 3 via the Lincoln Tunnel to New York (also from junction U.S. Highways 206 and 46 over U.S. Highway 206 to junction U.S. Highway 22, thence over U.S. Highway 22 to Newark, and thence over the routes described above to New York), and return over the same routes; (2) between Wilkes-Barre, Pa., and New York, N.Y., from Wilkes-Barre over Pennsylvania Highway 115 to Easton, Pa., thence over U.S. Highway 611 to Doylestown, Pa., thence over U.S. Highway 202 to junction U.S. Highway 22, thence over U.S. Highway 22 to Newark, and thence over the routes described above to New York, and return over the same routes; (3) between Easton, Pa., and New York, N.Y., from Easton over U.S. Highway 22 to junction New Jersey Highway 24, thence over New Jersey Highway 24 to junction U.S. Highway 46, and thence over U.S. Highway 46 as described above to New York, and return over the same routes; (4) between Sayre, Pa., and New York, N.Y., (a) from Sayre over U.S. Highway 220 (formerly shown portion U.S. Highways 220 and 309) to junction U.S. Highway 6.

Thence over U.S. Highway 6 (formerly shown portion U.S. Highway 6 and 309) to Scranton, and thence over the above described routes to New York, and return over the same routes; and (b) from Sayre over U.S. Highway 220 (formerly shown portion U.S. Highway 220 and 309), to junction U.S. Highway 6, thence over U.S. Highway 6 (formerly shown U.S. Highway 6 and 309), to junction U.S. Highway 309, thence over U.S. Highway 309 to Wilkes-Barre, thence over routes described above to New York, and return over the same routes; (5) between junction New Jersey Highways 3 and 17 and junction New Jersey Highways 3 and 20, from junction New Jersey Highways 3 and 17 over New Jersey Highway 17 to junction County Road 36 (Moonachie Avenue), thence over County Road 36 to junction County Road 43 (Moonachie Road), thence over County Road 43 to junction New Jersey Highway 20, thence over New Jersey Highway 20 to junction New Jersey Highway 3, and return over the same route, serving all intermediate points and the junction New Jersey Highways 3 and 17 and junction New Jersey Highways 3 and 20 for the purpose of joinder; (6) between junction U.S. Highway 46 and New Jersey Highway 17 and junction New Jersey Highway 17 and County Road 36 (Eastern Avenue), from junction U.S. Highway 46 and New Jersey Highway 17 over New Jersey Highway 17 to junction County Road 36 (Eastern Avenue), and return over the same route, serving all intermediate points and junction U.S. Highway 46 and New Jersey Highway 17 and junction New Jersey Highway 17 and County Road 36 for the purpose of joinder; (7) between

junction U.S. Highway 46 and U.S. Highways 1 and 9 and junction U.S. Highways 1 and 9 and Truck U.S. Highways 1 and 9, from junction U.S. Highway 46 and U.S. Highways 1 and 9 over U.S. Highways 1 and 9 to junction Truck U.S. Highways 1 and 9, and return over the same route, serving all intermediate points and the junction U.S. Highways 1 and 9 and New Jersey Highway 3 and junction U.S. Highways 1 and 9 and Truck U.S. Highways 1 and 9, for the purpose of joinder. Note: Applicant states the proposed operations will include the following: (a) service to the off-route point of Newark, N.J., in connection with the above described routes; (b) service from all intermediate points on eastbound movements, and (c) service to all intermediate points on westbound movements except points in Warren County, N.J., and with joinder at all intermediate points. Applicant seeks to retain irregular route authority as follows:

(1) Between New York, N.Y., and Newark, N.J. on the one hand, and, on the other, points in Bergen, Camden, Essex, Hudson, Mercer, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, and Union Counties, N.J. and those in that part of Pennsylvania on and east of U.S. Highway 309 not otherwise included in any of the above described regular route authority, and (2) between Elizabeth, N.J. on the one hand, and, on the other, points in Bergen, Camden, Essex, Hudson, Mercer, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, and Union Counties, N.J. and those in Pennsylvania on the east of U.S. Highway 309. Restriction: Service at Elizabeth, N.J. is restricted to the transportation of traffic having an immediate prior or subsequent movement from or to a point beyond Elizabeth, N.J. This application is filed pursuant to MC-C-4366, effective May 1, 1964, which provides the special rules for conversion of irregular route to regular motor carrier operations. SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 67118 (Sub-No. 11), filed May 27, 1965. Applicant: STRONG MOTOR LINES, INCORPORATED, Post Office Box 8821, Richmond 25, Va. Applicant's attorney: Eugene M. Malkin, 1825 Jefferson Place NW., Washington, D.C., 20036. Authority sought to operate as a contract carrier, by motor vehicle, over regular routes, transporting: *Groceries and meat*, serving the Norfolk Naval Supply Center at Cheatham Annex, Va., located at or near Williamsburg, Va., as an off-route point in connection with applicant's authorized regular-route operations from Richmond, Va., to points in North Carolina. Note: Applicant states the proposed operation will be under a continuing contract or contracts with an agency of the U.S. Government.

No. MC 104675 (Sub-No. 24), filed May 24, 1965. Applicant: FRONTIER DELIVERY, INC., 620 Elk Street, Buffalo, N.Y., 14210. Applicant's attorney: Thomas J. Runfola, 631 Niagara Street, Buffalo, N.Y., 14201. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transport-

ing: *Petroleum lubricating oil* in bulk, in tank trailers, from Buffalo, N.Y., to Smithville, W. Va.

No. MC 111401 (Sub-No. 174), filed May 24, 1965. Applicant: GROENDYKE TRANSPORT, INC., 2510 Rock Island Boulevard, Post Office Box 632, Enid, Okla. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Methanol*, in bulk, in tank vehicles, from Sterlington, La., to points in Missouri. NOTE: Applicant states the above operation will be to points in Missouri for partial unloading only when the final destinations are points in Kansas.

No. MC 114194 (Sub-No. 103), filed May 24, 1965. Applicant: KREIDER TRUCK SERVICE, INC., 8003 Collinsville Road, East St. Louis, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Vegetable oils and blends and products thereof*, in bulk from Granite City, Ill., to points in Minnesota, Wisconsin, Michigan, Iowa, Illinois, Indiana, Missouri, Kentucky, Arkansas, Tennessee, Louisiana, Mississippi, Alabama, and Ohio, and rejected shipments, on return.

No. MC 114194 (Sub-No. 105), filed June 1, 1965. Applicant: KREIDER TRUCK SERVICE, INC., 8003 Collinsville Road, East St. Louis, Ill., 62201. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Vegetable oils and blends and products thereof*, in bulk, from Granite City, Ill., to points in Washington, Oregon, Idaho, Wyoming, Texas, Montana, North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, New Mexico, Colorado, Utah, Arizona, Nevada, and California, and rejected shipments, on return.

No. MC 118056 (Sub-No. 2), filed May 28, 1965. Applicant: ANGELO DEL SORDO, doing business as DEL'S TRANSPORTATION COMPANY, 16 Pembroke Avenue, Acushnet, Mass. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Bananas*, from Port Newark, N.J., to Providence, R.I.

No. MC 123684 (Sub-No. 5), filed May 28, 1965. Applicant: THE H. R. LINE, INC., Box 447, Arcadia, Ind. Applicant's attorney: James D. Collins, 802 Board of Trade Building, 143 North Meridian Street, Indianapolis, Ind., 46204. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *New furniture*, crated, from the plantsite of the Harris Pine Mills, Inc., located near Tranquility, N.J., to points in Connecticut, Delaware, Maryland, Massachusetts, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia. NOTE: Applicant states that the proposed service will be performed between January and July of each year.

No. MC 124047 (Sub-No. 31), filed June 1, 1965. Applicant: SCHWERTMAN TRUCKING CO. OF OHIO, 611 South 28th Street, Milwaukee, Wis., 53246. 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: *Nitric acid*, in bulk, in tank vehicles, from Lima, Ohio, to Huntington, W. Va.

No. MC 124078 (Sub-No. 141), filed May 27, 1965. Applicant: SCHWERTMAN TRUCKING CO., a corporation, 611 South 28th Street, Milwaukee, Wis., 53246. 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 Chicago, Ill., to points in Wisconsin.

#### MOTOR CARRIERS OF PASSENGERS

No. MC 1515 (Sub-No. 82), filed May 21, 1965. Applicant: GREYHOUND LINES, INC., 140 South Dearborn Street, Chicago, Ill., 60603. Applicant's attorney: W. T. Meinhold, 371 Market Street, San Francisco, Calif., 94106. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express, and newspapers*, in the same vehicle with passengers. Revision of California Routes Nos. 130 and 132 on Certificate Sheets Nos. 30 and 31. Establish new regular routes of operation over relocated segments of California Highway 108 between Mona Vista Junction and Hunts Camp Junction, as segments of regular routes Nos. 130 and 132, in lieu of the presently authorized segments of highway between these points over former California Highway 108 and unnumbered highway between Soulsbyville Junction and Soulsbyville Road Junction, to read as follows: (a) "130, between Manteca and Tuolumne; from Manteca over California Highway 120 to junction California Highway 48 (Yosemite Junction), thence over California Highway 49 to junction California Highway 108 (Sonora), thence over California Highway 108 to junction unnumbered highway (Soulsbyville Road Junction), thence over unnumbered highway via Soulsbyville and Ralph Station to Tuolumne," and (b) "132, between Soulsbyville Road Junction and Pinecrest; from junction California Highway 108 and unnumbered highway north of Soulsbyville (Soulsbyville Road Junction), over California Highway 108 to Strawberry, thence over unnumbered highway to Pinecrest; Service is authorized to be conducted during the season extending approximately from June 10 to September 10 of each year," and return over the same routes in (a) and (b) above, serving all intermediate points, subject to the general conditions and orders set forth on First Revised Sheet No. 1A of Certificate No. MC 1515 (Sub-No. 7), formerly MC 1501 (Sub-No. 138). NOTE: The changes in operating authority hereinabove shown and explained are proposed to be incorporated in the designated revised sheets to said Certificate No. MC 1515 (Sub-No. 7), formerly MC 1501 (Sub-No. 138). Common control may be involved.

No. MC 126689 (Sub-No. 2), filed May 20, 1965. Applicant: EMPIRE BUS LINES, INC., 186 Smith Street, Poughkeepsie, N.Y. Applicant's attorney: John R. Sims, Jr., Post Office Box 9101, Arlington, Va., 22209. Authority sought to operate as a contract carrier, by motor

vehicle, over regular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, between Danbury, Conn., and Chappaqua, N.Y.; from Danbury (junction Main Street and West Street), over West Street, Lake Avenue and Mill Plain Road to U.S. way 6 and 202, thence over U.S. Highway 6 and 202 to junction New York Highway 22 near Brewster, N.Y., thence over New York Highway 22 to junction U.S. Highway 6 (Main Street), thence over Main Street to the Brewster Railroad Station, thence return over Main Street to junction New York Highway 22, thence over New York Highway 22 through Croton Falls, Purdy's Station, and Goldens Bridge, N.Y., to junction Main Street, south of Goldens Bridge, N.Y., thence over Main Street to junction Cross River Road (New York Highway 35), thence over Cross River Road to junction Katonah Avenue, thence over Katonah Avenue to junction Bedford Road (New York Highway 117), thence over New York Highway 117 through Bedford Hills and Mount Kisco, N.Y., to Chappaqua and return over the same route, serving all intermediate points. NOTE: Applicant states that the above proposed operation will be conducted for the account of Reader's Digest. Applicant is also authorized to conduct operations as a common carrier in Certificate No. MC 114757 and subs thereunder, therefore dual operations may be involved.

By the Commission.

[SEAL]

BERTHA F. ARMES,  
Acting Secretary.

[P.R. Doc. 65-6266; Filed, June 15, 1965;  
8:45 a.m.]

#### NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

JUNE 11, 1965.

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. assigned T-1,036 Sub 2, filed May 12, 1965. Applicant: LLOYD V. ADKISON, Post Office Box 6, Higginsville, Mo. Applicant's attorney: Joseph R. Nacy, 117 West High Street, Post Office Box 352, Jefferson City, Mo., 65102. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of: *Property*, (a) from Kansas City over U.S.

Highway 40 to junction Missouri Highway 13, thence over Missouri Highway 13 to junction Missouri Highway 213, thence over Missouri Highway 213 to junction Missouri Highway 20, thence over Missouri Highway 20 to junction Missouri Highway 23, thence over Missouri Highway 23 to junction U.S. Highway 24, thence over U.S. Highway 24 to Waverly, and return over the same routes, with authority to transport property between Kansas City, Higginsville, and Waverly, and (b) from Kansas City over U.S. Highway 40 to junction Missouri Highway 13, thence over Missouri Highway 13 to junction Missouri Highway 213, thence over Missouri Highway 213 to junction Missouri Highway 20, thence over Missouri Highway 20 to Blackburn, and return over the same routes, with authority to transport property between Kansas City, Higginsville, Blackburn, and off-route points of Corder and Alma.

**HEARING:** July 9, 1965, at 10 a.m. (c.s.t.), Public Service Commission, 100 East Capitol Avenue, Jefferson City, Mo. Requests for procedural information including the time for filing protests, concerning this application should be addressed to the Missouri Public Service Commission, 100 East Capitol Avenue, Jefferson City, Mo., 65102, and should not be directed to the Interstate Commerce Commission.

By the Commission.

[SEAL] BERTHA F. ARMES,  
Acting Secretary.

[P.R. Doc. 65-6267; Filed, June 15, 1965;  
8:48 a.m.]

[Notice No. 1190]

#### MOTOR CARRIER TRANSFER PROCEEDINGS

JUNE 11, 1965.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 30 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-66711. By order of June 9, 1965, the Transfer Board approved the transfer to A. Fournier's Express, Inc., Windsor Locks, Conn., of the operating rights issued by the Commission May 8, 1942, July 11, 1950, June 23, 1961, and April 27, 1965, under Certificates in Nos. MC-19622, MC-19622 (Sub-No. 1), MC-19622 (Sub-No. 3), and MC-19622 (Sub-No. 4), respectively, to Adolph J. Fournier, doing business as A. Fournier's Express, Windsor Locks, Conn., authorizing the transportation of general commodities,

excluding household goods, commodities in bulk, and other specified commodities, between Windsor Locks, Conn., and Chicopee Falls and Westfield, Mass., service is authorized to and from all intermediate points and specified off-route points, and between Vernon, Conn., and Chicopee, Mass., to and from all intermediate points and specified off-route points; tobacco, over irregular routes, from Windsor Locks, Conn., to Hatfield, Mass.; hand, and floor trucks and parts, processing conveyors, reeling machines, pressing machines, reels, sheet steel, steel boxes, truck bodies, trailers, skids, machine parts, and fabricated steel, over irregular routes, from Windsor Locks, Conn., to Springfield, Brightwood, Chicopee, Chicopee Falls, Westfield, Indian Orchard, Boston, and Andover, Mass., and return; general commodities, with exceptions, between Bradley Field, Windsor Locks, Conn., on the one hand, and, on the other, points in Connecticut and Massachusetts within 50 miles of Windsor Locks; and general commodities, with exceptions, between LaGuardia and John F. Kennedy International Airports, New York, N.Y., and Newark Airport, Newark, N.J., on the one hand, and, on the other, points in Connecticut and Massachusetts within 50 miles of Windsor Locks, Conn. William L. Mobley, 1694 Main Street, Springfield, Mass., representative for applicants.

No. MC-FC-67886. By order of June 9, 1965, the Transfer Board approved the transfer to Frank O'Connor and Charles O'Connor, doing business as Elizabeth Van & Storage Co., Elizabeth, N.J., of the certificate in No. MC-76943, issued August 2, 1961, to Acme Van Lines, Inc., North Arlington, N.J., authorizing the transportation of: Household goods, between points in Essex, Monmouth, Middlesex, Bergen, Hudson, Ocean, Passaic, Somerset, and Union Counties, N.J., on the one hand, and, on the other, points in Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, Ohio, Indiana, Illinois, and the District of Columbia. Charles J. Williams, 1060 Broad Street, Newark, N.J., 07102, attorney for applicants.

No. MC-FC-67911. By order of June 8, 1965, the Transfer Board approved the transfer to Del Val Trucking, Inc., Drexel Hill, Pa., of the operating rights issued by the Commission June 5, 1951, under Certificate No. MC-35470, to Mary E. DeSai, Drexel Hill, Pa., authorizing the transportation of: Slate, from points in Lehigh and Northampton Counties, Pa., to points in Delaware and New Jersey; stone, rough or finished, from Philadelphia, Pa., to points within 100 miles of Philadelphia; construction machinery, equipment, and supplies, between points in Pennsylvania, New Jersey, and Delaware within 40 miles of Philadelphia, Pa., including Philadelphia; and slate, tile and roofing materials and supplies, between Philadelphia, Pa., and points within 40 miles of Philadelphia on the one hand, and, on the other, points within 100 miles of Philadelphia. Raymond A. Thistle, Jr., Suite 1408-09, 1500 Walnut Street, Philadelphia, Pa., attorney for applicants.

No. MC-FC-67912. By order of June 8, 1965, the Transfer Board approved the transfer to Matisoff Express, Inc., Bronx, New York, N.Y., of the operating rights issued by the Commission May 19, 1943, under Certificate No. MC-76888 to Equity Express, Inc., New York, N.Y., authorizing the transportation, over irregular routes, of general commodities, from New York, N.Y., to points in Bergen, Essex, Hudson, Middlesex, Monmouth, Passaic, and Union Counties, N.J., and damaged or rejected shipments of the above-specified destination territory to New York, N.Y. Morris Honig, 150 Broadway, New York, N.Y., 10038, attorney for applicants.

No. MC-FC-67913. By order of June 8, 1965, the Transfer Board approved the transfer to Alfred V. Rogers, St. Croix Falls, Wis., of the operating rights issued by the Commission April 10, 1951, under Certificate No. MC-112377, to Leon L. Wilhelm, Amery, Wis., authorizing the transportation of: Agricultural limestone, in bulk, over irregular routes, from points in Polk County, Wis., to points in Pine and Chisago Counties, Minn. Earl L. Risberg, 107 East Maple Street, Amery, Wis., attorney for administratrix.

[SEAL]

BERTHA F. ARMES,  
Acting Secretary.

[P.R. Doc. 65-6268; Filed, June 15, 1965;  
8:48 a.m.]

[Notice No. 1190-A]

#### MOTOR CARRIER TRANSFER PROCEEDINGS

JUNE 11, 1965.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's general rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 30 days from the date of service of the order. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-67276. By order of June 8, 1965 Division 3, acting as an Appellate Division, approved the transfer to P.A.K. Transport, Inc., 96 Laurel Street, Newport, N.H., of the operating rights in Certificate No. MC-52517 issued December 6, 1949, to E. Clarence Peterson, doing business as E. C. Peterson, 45 Forest Street, Claremont, N.H., authorizing the transportation, of: Household goods, over irregular routes, between Claremont, N.H., on the one hand, and, on the other, points and places in Massachusetts and Vermont.

[SEAL]

BERTHA F. ARMES,  
Acting Secretary.

[P.R. Doc. 65-6269; Filed, June 15, 1965;  
8:48 a.m.]

## FOURTH SECTION APPLICATION FOR RELIEF

JUNE 11, 1965.

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. 39835—Stone and gravel to Southwestern Territory points. Filed by Southwestern Freight Bureau, agent (No. B-8735), for interested rail carriers. Rates on chatt, chatt-sand, chatts (mine gravel), granite, marble, natural stone, or limestone, crushed or not crushed, in carloads, from Wellsville, Colo., to points in southwestern territory.

Grounds for relief—Market competition.

Tariff—Supplement 24 to Southwestern Freight Bureau, agent, tariff I.C.C. 4609.

By the Commission.

[SEAL]

BERTHA F. ARMES,  
Acting Secretary.

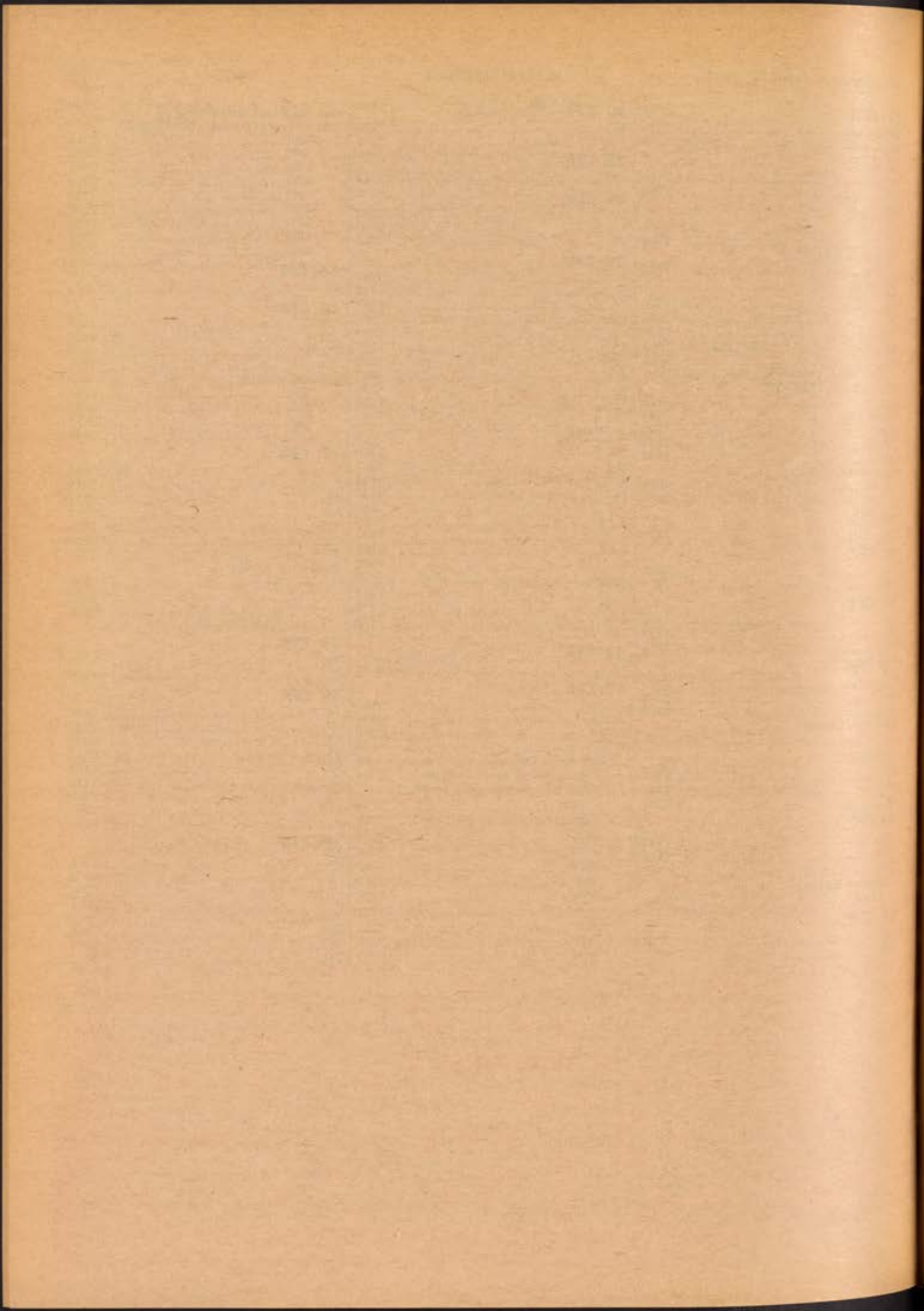
[F.R. Doc. 65-6270; Filed, June 15, 1965;  
8:48 a.m.]

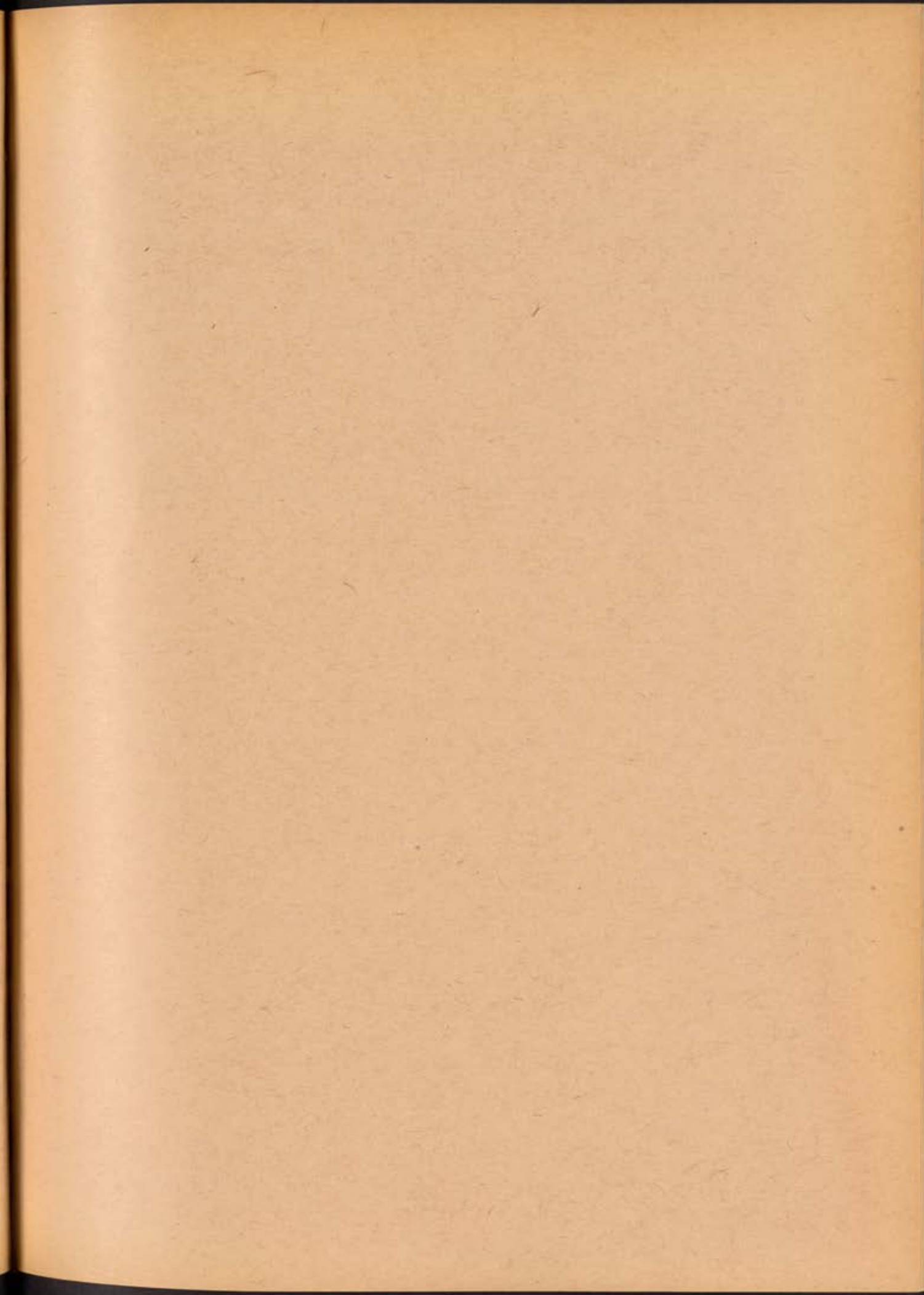
## CUMULATIVE LIST OF CFR PARTS AFFECTED—JUNE

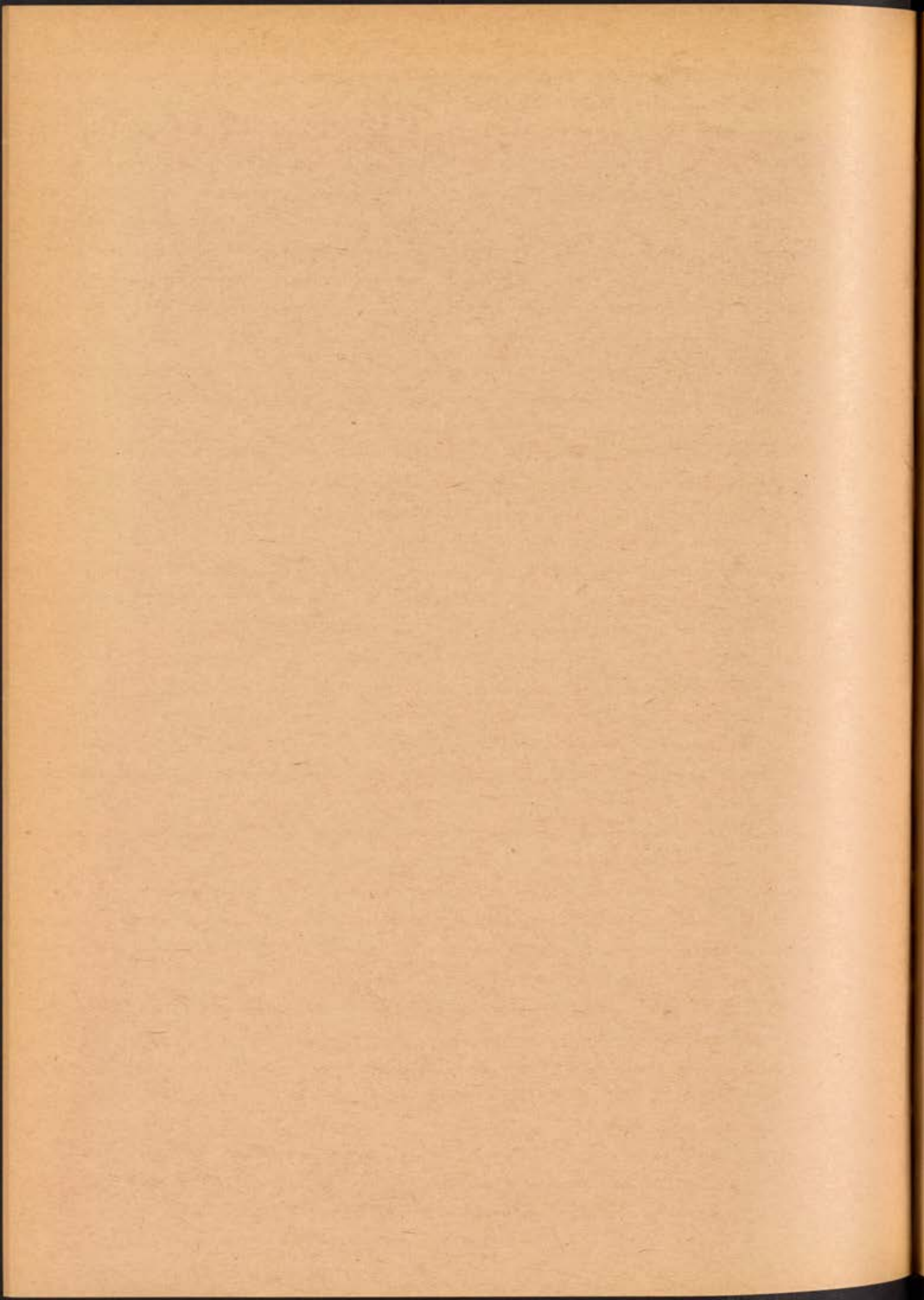
The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published to date during June.

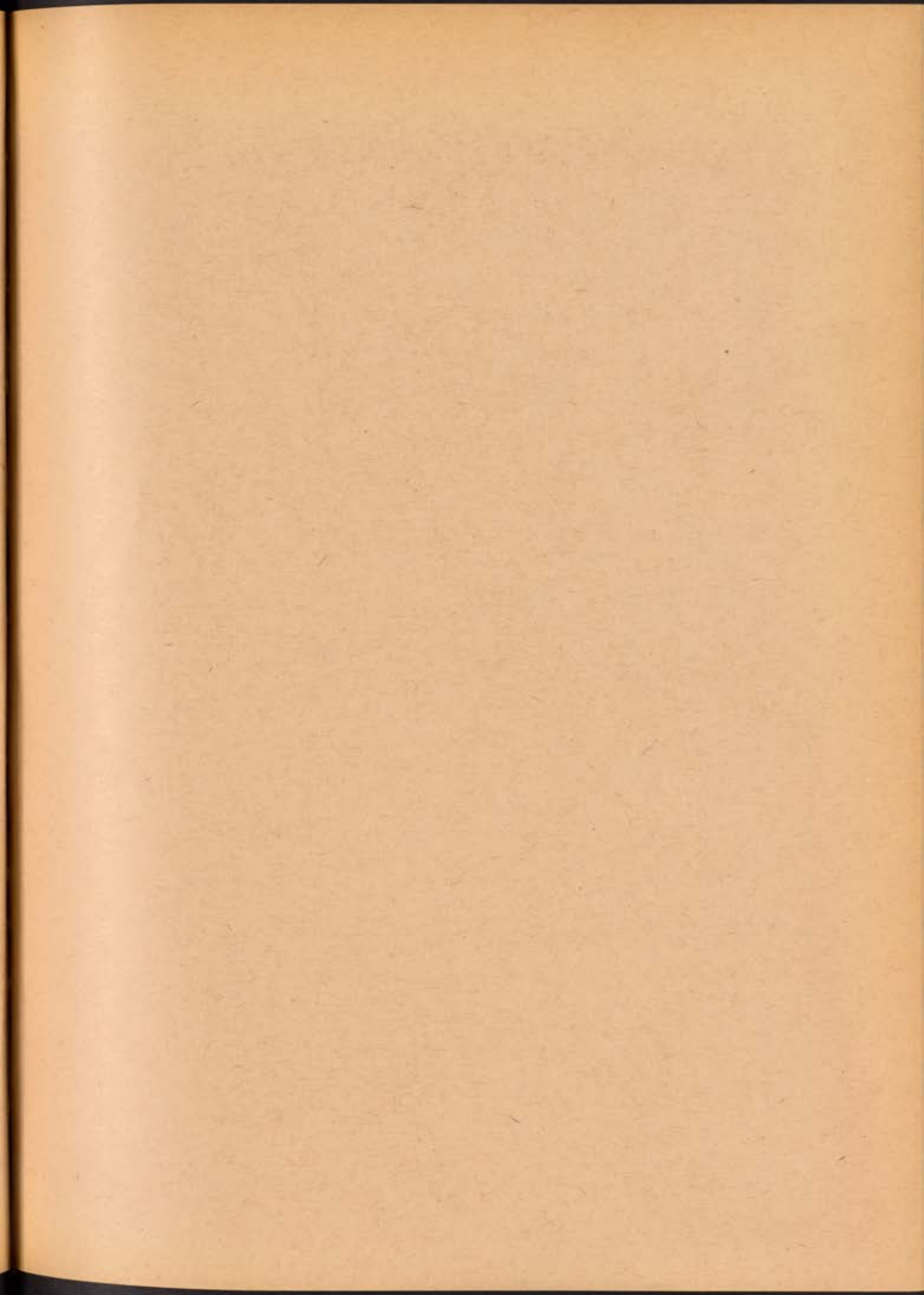
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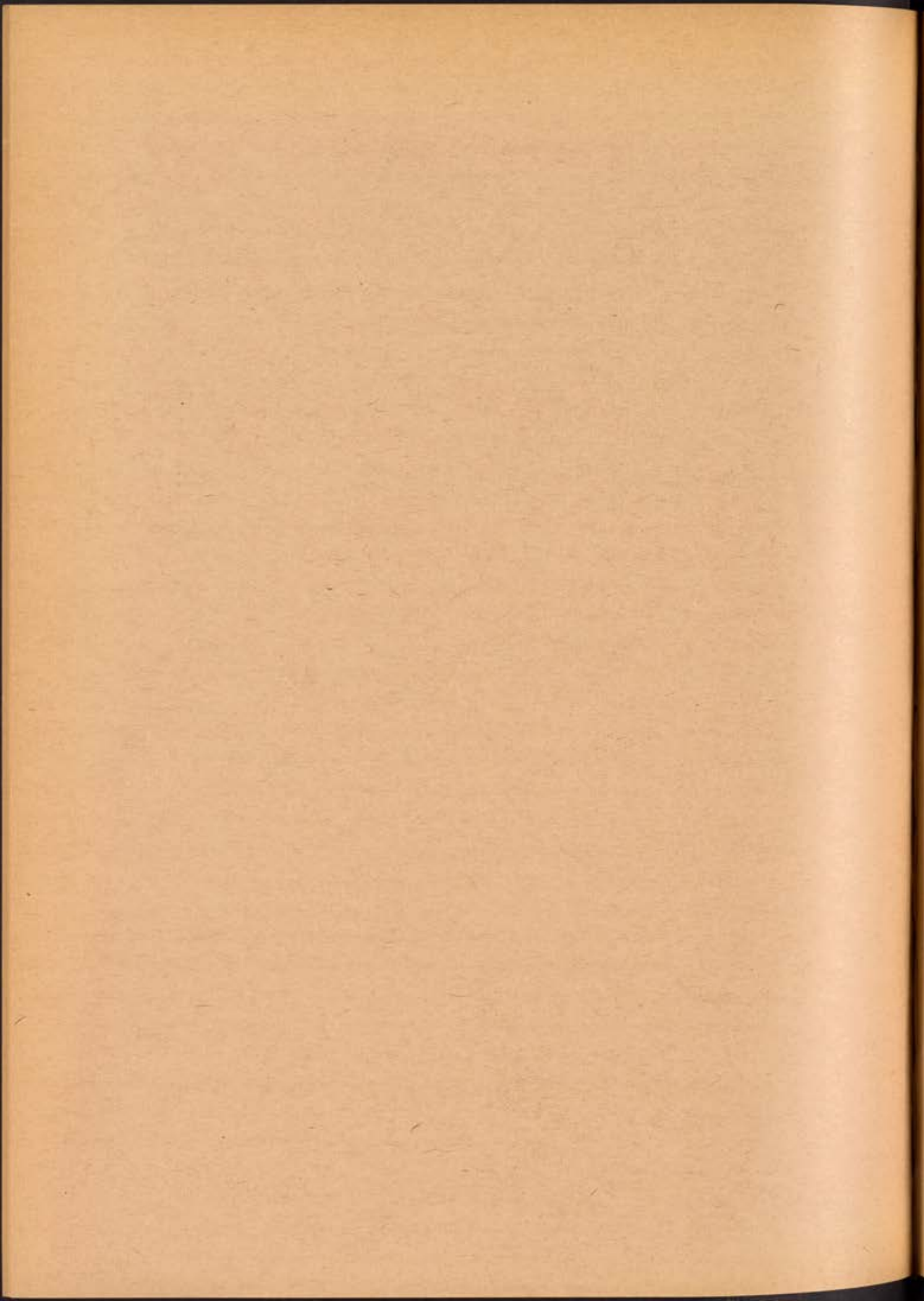
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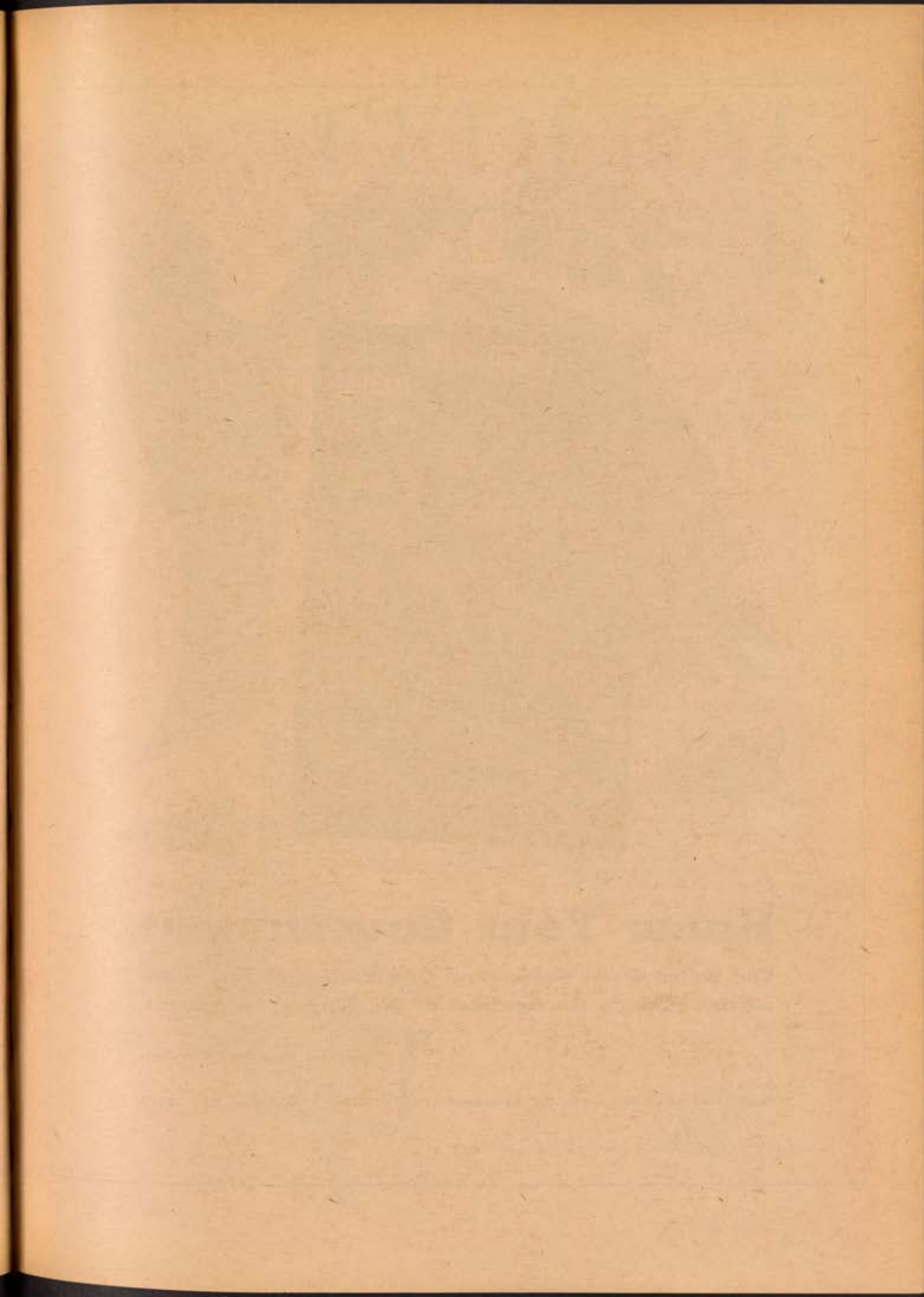














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