

FEDERAL REGISTER

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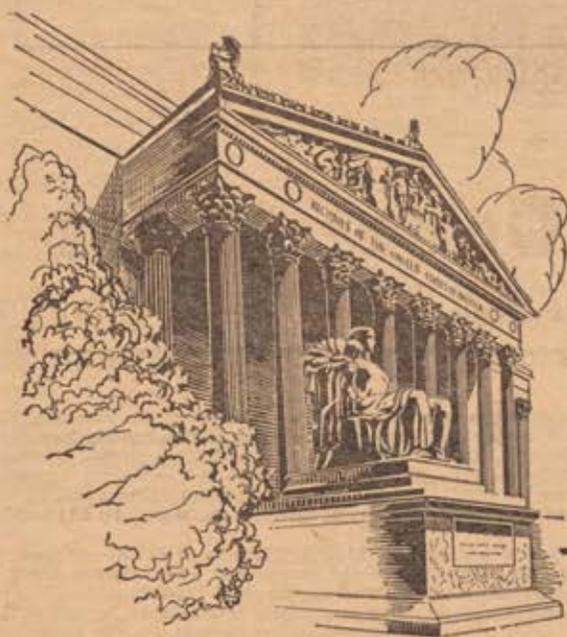
Wednesday, May 26, 1965 • Washington, D.C.

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Agricultural Stabilization and
Conservation Service
Agriculture Department
Civil Service Commission
Coast Guard
Commodity Credit Corporation
Consumer and Marketing Service
Employment Security Bureau
Federal Aviation Agency
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Federal Power Commission
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5-Year Compilations of Presidential Documents

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of the

Code of Federal Regulations

The Supplements to Title 3 of the Code of Federal Regulations contain the full text of proclamations, Executive orders, reorganization plans, trade agreement letters, and certain administrative orders issued by

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Title 3—THE PRESIDENT

Reorganization Plan No. 1 of 1965

Prepared by the President and transmitted to the Senate and the House of Representatives in Congress assembled, March 25, 1965, pursuant to the provisions of the Reorganization Act of 1949, 63 Stat. 203, as amended.¹

BUREAU OF CUSTOMS

SECTION 1. *Abolition of offices.* All offices in the Bureau of Customs of the Department of the Treasury of collector of customs, comptroller of customs, surveyor of customs, and appraiser of merchandise to which appointments are required to be made by the President, by and with the advice and consent of the Senate, are abolished. The foregoing provisions shall become effective with respect to each office abolished thereby at such time, not later than December 31, 1966, as the Secretary of the Treasury shall specify, but nothing herein shall empower the Secretary to increase the term of any office beyond that provided by law for such office or affect his authority under the first paragraph under the heading "TREASURY DEPARTMENT" appearing in the Act of March 2, 1895, c. 187, 28 Stat. 844 (5 U.S.C. 252), to retain in office, prior to December 31, 1966, those persons whose offices are to be terminated under this reorganization plan.

SEC. 2. *Transfer of functions.* There are transferred to the Secretary of the Treasury the functions, if any, that have been vested by statute in officers, agencies, or employees of the Bureau of Customs of the Department of the Treasury since the effective date of Reorganization Plan No. 26 of 1950 (64 Stat. 1280).

SEC. 3. *Preservation of remedies.* The abolition of offices herein shall not prejudice any right to protest or to appeal to the United States Customs Court any action taken in the administration of the customs laws.

SEC. 4. *Incidental provisions.* Consonant with section 4 of the Reorganization Act of 1949, as amended, and this reorganization plan, the Secretary of the Treasury shall make such provisions as he shall deem necessary respecting (1) the transfer or other disposition of the records, property, personnel, and unexpended balances of appropriations, allocations, and other funds, available or to be made available, which are affected by a reorganization contained in this reorganization plan, and (2) the winding up of the affairs of any officer whose office is abolished by the provisions of this reorganization plan.

[F.R. Doc. 65-5587; Filed, May 25, 1965; 10:16 a.m.]

¹ Effective May 25, 1965, under the provisions of section 6 of the act; published pursuant to section 11 of the act (63 Stat. 203; 5 U.S.C. 133z).

MEMORANDUM FOR THE RECORD

TO : [Illegible]

FROM : [Illegible]

SUBJECT: [Illegible]

[The remainder of the page contains several paragraphs of extremely faint, illegible text, likely representing a memorandum or report.]

Rules and Regulations

Title 7—AGRICULTURE

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

[Valencia Orange Reg. 120; Amdt. 1]

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

Limitation of Handling

Findings. 1. Pursuant to the marketing agreement, as amended, and Order No. 908, as amended (7 CFR Part 908), regulating the handling of Valencia oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 801-874), and upon the basis of the recommendation and information submitted by the Valencia Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such Valencia oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

2. It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule making procedure, and postpone the effective date of this amendment until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the act is insufficient, and this amendment relieves restriction on the handling of Valencia oranges grown in Arizona and designated part of California.

Order, as amended. The provisions in paragraph (b)(1)(i) and (iii) of § 908.420. (Valencia Orange Regulation 120, 30 F.R. 6681) are hereby amended to read as follows:

§ 908.420 Valencia Orange Regulation 120.

(b) *Order.* (1)
(i) District 1: 550,000 cartons;

(iii) District 3: 175,000 cartons.

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

Dated: May 21, 1965.

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

[F.R. Doc. 65-5473; Filed, May 25, 1965; 8:45 a.m.]

[959.305 Amdt. 2]

PART 959—ONIONS GROWN IN SOUTH TEXAS

Limitation of Shipments

Findings. (a) Pursuant to Marketing Agreement No. 143 and Order No. 959, both as amended (7 CFR Part 959), regulating the handling of onions grown in designated counties in south Texas, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and upon the basis of the recommendation and information submitted by the South Texas Onion Committee, established pursuant to said marketing agreement and order, and upon other available information, it is hereby found that the amendment to the limitation of shipments, hereinafter set forth, will tend to effectuate the declared policy of the act.

(b) It is hereby found that it is impracticable and contrary to the public interest to give preliminary notice or engage in public rule making procedure, and that good cause exists for not postponing the effective date of this amendment until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 1003) in that (1) the 1965 marketing season for south Texas onions is currently in progress and volume shipments are now being made, (2) compliance with this amendment will not require any special preparation by handlers, (3) information regarding the Committee's recommendation has been disseminated to producers and handlers in the production area, and (4) this amendment relieves restrictions on the handling of onions grown in the production area by suspending the Sunday packaging and shipping holiday on May 23 and May 30, 1965.

Order, as amended. In § 959.305 (29 F.R. 19234, 30 F.R. 4159), amend the introductory paragraph to read as follows:

§ 959.305 Limitation of shipments.

During the period beginning May 23, 1965, through June 15, 1965, no handler may (1) package or load onions on Sundays, except on May 23 and May 30, 1965, or (2) handle any lot of onions grown in the production area, except red onions, unless such onions meet the grade requirements of paragraph (a) of this section, one of the applicable size requirements of paragraph (b) of this section, the container requirements of paragraph (c) of this section, and the inspection requirements of paragraph (f) of this section, or unless such onions are handled in accordance with the provisions of paragraphs (d) or (e) of this section.

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

Dated: May 20, 1965 to become effective May 23, 1965.

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

[F.R. Doc. 65-5474; Filed, May 25, 1965; 8:46 a.m.]

Chapter XIV—Commodity Credit Corporation, Department of Agriculture

SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

PART 1425—COOPERATIVE MARKETING ASSOCIATIONS

Subpart—Eligibility Requirements for Price Support

Correction

In F.R. Doc. 65-5365, appearing at page 6907 of the issue for Friday, May 21, 1965, the following corrections are made:

1. In § 1425.18, the closing words of paragraph (b) should read "its agreement with CCC." instead of "its President, CCC."

2. In § 1425.20, the word "Reconstruction" should read "Reconstitution".

Title 12—BANKS AND BANKING

Chapter V—Federal Home Loan Bank Board

SUBCHAPTER C—FEDERAL SAVINGS AND LOAN SYSTEM

[No. 19,138]

PART 543—INCORPORATION, ORGANIZATION, AND CONVERSION

Application for Permission To Organize

MAY 19, 1965.

Resolved. That, notice and public procedure having been duly afforded (30 F.R. 2875) and all relevant material presented or available having been considered by it, the Federal Home Loan Bank Board, upon the basis of such consideration and of determination by it of the advisability of amendment of Part 543 of the rules and regulations for the Federal Savings and Loan System (12 CFR Part 543) to codify the procedure to be employed in the processing of applications for permission to organize a Federal savings and loan association, and for the purpose of effecting such amendment, hereby amends said Part 543 as hereinafter set forth, effective May 26, 1965.

Amend § 543.2 of the rules and regulations for the Federal Savings and Loan System to read as follows:

§ 543.2 Application for permission to organize a Federal association.

(a) *General provisions.* (1) All requests by interested persons for advice or instructions with respect to any

matter arising under this section shall be addressed to the Board's Supervisory Agent. As used in this section, the term "Supervisory Agent" means the President of the Federal home loan bank of the district in which the proposed association is to be located or any other officer or employee of such bank appointed by the Board as agent as provided by § 501.11 of the general regulations of the Federal Home Loan Bank Board (§ 501.11 of this chapter). All recommendations by Supervisory Agents and by officers and employees of the Board in connection with any application for permission to organize a Federal association shall be deemed to be privileged and confidential and subject to the provisions of §§ 505.10, 505.11, and 505.12 of the general regulations of the Federal Home Loan Bank Board (§§ 505.10, 505.11 and 505.12 of this chapter).

(2) An application for permission to organize a Federal association shall be approved or disapproved by the Board within a period not exceeding 9 months after publication of the notice required by paragraph (e) of this section, unless the Board, with respect to a particular application, extends such period.

(b) *Application form; supporting information.* An application for permission to organize a Federal association shall be in form prescribed by the Board and shall be executed by at least 7 persons residing in the community to be served by the proposed association (hereinafter referred to as the "applicants"). Such application and prescribed "Outline of Information to be Submitted in Support of an Application for Permission to Organize a Federal Association" may be obtained from the Supervisory Agent. Information shall be furnished in support of the application in accordance with such Outline designed to show: (1) The applicants are citizens of the United States of good character and responsibility; (2) there is a necessity for the proposed association in the community to be served by it; (3) there is a reasonable probability of usefulness and success of the proposed association; and (4) the proposed association can be established without undue injury to properly conducted existing local thrift and home-financing institutions. The application shall include an estimate of the annual income and expenses of the proposed association and of the annual volume of business to be transacted by it, and a statement of the personnel and office facilities to be provided for the operation of such association. An application shall be deemed to be complete when the foregoing requirements of this paragraph (b) have been met.

(c) *Filing of application.* An application for permission to organize a Federal association shall be filed with the Board by delivering two copies thereof, together with two copies of all supporting information, to the Supervisory Agent.

(d) *Amendment of application; filing of additional information.* After a complete application for permission to organize a Federal association has been filed with the Board, and prior to the date of advice by the Supervisory Agent to the applicants to publish notice of the

filing of the application pursuant to paragraph (e) of this section, the applicants may file additional information in support of the application and may amend the application; after the date of such advice, the applicants may not amend the application or, unless and until a hearing on the application is ordered, file any additional supporting information unless requested by or on behalf of the Board.

(e) *Processing of application by Supervisory Agent; public notice; inspection.* (1) Upon determination by the Supervisory Agent that an application for permission to organize a Federal association is complete, the Supervisory Agent shall advise the applicants, in writing, to publish, within 15 days from the date of such advice, in a newspaper printed in the English language and having general circulation in the community to be served by the proposed Federal association, a notice of the filing of the application in the following form:

NOTICE OF FILING OF APPLICATION FOR PERMISSION TO ORGANIZE A FEDERAL SAVINGS AND LOAN ASSOCIATION

Notice is hereby given that, pursuant to the provisions of § 543.2 of the rules and regulations for the Federal Savings and Loan System,

(Fill in names of applicants)

_____ have filed an application with the Federal Home Loan Bank Board for permission to organize a Federal savings and loan association to be located at, or in the immediate vicinity of

(Street address) (City)

_____. The application has been delivered to the office of the Supervisory Agent

of the said Board, located at the Federal Home Loan Bank of _____ (City)

(Street address) (City) _____ Any person may file communications in favor or in protest of said application at the aforesaid office of the Supervisory Agent within 20 days after the date of this publication. Under the said rules and regulations for the Federal Savings and Loan System, a hearing in Washington, D.C., may be held if, pursuant to this notice, any interested person expresses a written protest, which shall be filed in duplicate and supported by specific written objections, to said application and requests a hearing at which he expresses intention to appear, provided such protest and request are received at the aforesaid office of the Supervisory Agent within 20 days after the date of this publication. Any such written protest which is not coupled with a request for hearing will also be considered if received at the aforesaid office of the Supervisory Agent within 20 days of the date of this publication. The complete application, together with all communications in favor or in protest thereof, are available for inspection by interested persons at the aforesaid office of the Supervisory Agent.

(2) Within 20 days after the date of publication of said notice, any person may file, at the office of the Supervisory Agent designated in the notice, communications in favor or in protest of the application.

(3) Promptly after publication of the notice, the applicants shall transmit two copies thereof to the Supervisory Agent

accompanied by two copies of a publisher's affidavit of publication.

(4) The complete application, together with all communications in favor or in protest thereof, shall be available at the office of the Supervisory Agent during regular working hours for inspection by interested persons following the date of publication of the notice as hereinabove provided. Prior to the issuance to the applicants of advice to publish a notice, the application and the fact that it has been filed shall be held as confidential.

(f) *Hearings—(1) General provisions.* A hearing shall be held upon an application for permission to organize a Federal association in any case in which a hearing is ordered unless it is dispensed with as provided in the order for a hearing. A copy of an order for a hearing shall be mailed to the applicants and to all persons who have filed written statements protesting approval of the application. In any case in which the Board has disapproved an application without a hearing, a hearing may be held, at the discretion of the Board, if such hearing is requested by the applicants within 30 days after receipt by them of advice that the Board has disapproved the application. Notwithstanding any other provision of this section, the Board may at any time, in its discretion and on its own motion, order a hearing on an application for permission to organize a Federal association. Any interested person may appear, in person or by attorney, at any hearing held on an application for permission to organize a Federal association and submit any evidence pertinent to the questions at issue.

(2) *Procedure.* After a hearing has been ordered, the order for such hearing, the application and supporting information, and any protest and information in support of any protest, shall be available at the office of the Secretary to the Board for inspection during regular working hours. The hearing shall be held before a hearing officer who shall be a member of the staff of the General Counsel of the Federal Home Loan Bank Board and who shall be designated by the General Counsel or a Deputy or Associate General Counsel. The hearing officer shall have complete charge of the hearing; may receive, admit, allow, exclude, and deny petitions, briefs, and evidence, including the hearing of testimony according to the rules of evidence governing civil proceedings in matters not involving trial by jury in the courts of the United States: *Provided, however,* That such rules may be relaxed by the hearing officer in order to expedite the proceedings or promote the just determination of the ultimate issue; may make rulings and note exceptions, but shall not have power to grant any motion to dismiss the proceedings or other motion that involves final determination of the ultimate issue; may hear arguments; may adjourn the said hearing from time to time, if, in his judgment, it is desirable to the orderly conduct of the said hearing or to promote the just determination of the ultimate issue; shall order the preparation of a record, including a transcript of the testimony and evidence presented; and may do all such things and have all such powers as are necessary or proper

for the orderly conduct of the hearing or to promote the just determination of the ultimate issue, but shall not have power to finally determine the ultimate issue. The hearing officer shall determine whether the filing of briefs after a hearing will be permitted, and if such filing is permitted, the hearing officer shall restrict the time for filing to a postmark date not later than 30 days after the conclusion of the hearing, unless for good cause a longer period is allowed. The hearing officer shall not permit the filing of reply briefs.

(g) *Approval.* If the Board approves the application, it will establish, as conditions to be met prior to the issuance of a charter, requirements as to (1) minimum number of subscribers to the association's capital; (2) minimum amount of capital to be paid into the association's savings accounts upon issuance of a charter to it; and (3) such other requirements as it deems necessary or desirable. Approval of an application for permission to organize a Federal association will not in any manner obligate the Board to issue a charter.

(Sec. 5, 48 Stat. 132, as amended; 12 U.S.C. 1464. Reorg. Plan No. 3 of 1947, 12 F.R. 4981, 3 CFR, 1947 Supp.)

Resolved further, That the Board hereby finds that publication of the aforesaid amendment for the period specified in § 508.14 of the general regulations of the Federal Home Loan Bank Board and section 4(c) of the Administrative Procedure Act would, in the opinion of the Board, result in confusion and unnecessary expense in the filing and processing of applications for permission to organize a Federal savings and loan association prior to the effective date hereof and the Board hereby provides that the aforesaid amendment shall become effective as hereinbefore set forth.

By the Federal Home Loan Bank Board.

[SEAL] HARRY W. CAULSEN,
Secretary.

[F.R. Doc. 65-5491; Filed, May 25, 1965;
8:47 a.m.]

SUBCHAPTER D—FEDERAL SAVINGS AND LOAN
INSURANCE CORPORATION

[No. FSLIC-2,079]

PART 563—OPERATIONS

Premiums, Charges, and Credits With
Respect to Mortgage Loans; Sale of
Real Estate Owned; and Related
Items

MAY 19, 1965.

Resolved that, notice and public procedure having been duly afforded (30 F.R. 490) and all relevant material presented or available having been considered by it, the Federal Home Loan Bank Board, upon the basis of such consideration and of determination by it of the advisability of revising § 563.23-1 of the rules and regulations for Insurance of Accounts (12 CFR 563.23-1) and for the purpose of effecting such revision, hereby revises said § 563.23-1 as follows, effective June 26, 1965:

No. 101—2

Revise § 563.23-1 of the rules and regulations for Insurance of Accounts to read as follows:

§ 563.23-1 Premiums, charges, and credits with respect to mortgage loans; sale of real estate owned; and related items.

(a) *Purchase at a premium.* A premium paid by an insured institution in connection with the acquisition of a mortgage loan or group of mortgage loans may be charged off when paid or may be capitalized; if capitalized, a proportionate amount of the premium shall be charged to expense, at least semiannually, over the remaining term of the loan in the case of a single loan, and in the case of a group of loans, either on an individual loan basis or over a period not exceeding the average remaining term of the loans in such group.

(b) *Purchase at a discount.* If an insured institution purchases a loan at a discount, such discount shall be deferred and credited to an account descriptive of deferred discount income, and a proportionate amount of such discount shall be credited to income, at least semiannually, over a period of not less than 7 years. For the purposes of this section, a loan shall be deemed to have been purchased by an insured institution at a discount if the price paid by such institution for such loan is less than the amount of the loan balance. Any charges made by the purchaser in connection with the purchase of a loan shall be deducted from the purchase price to determine the amount of the discount.

(c) *Charges.* All acquisition charges, as hereinafter defined, in connection with the making or acquisition of a mortgage loan by an insured institution shall be charged to such institution's expense for the accounting period in which such charges are incurred and shall not be deferred beyond the end of such accounting period.

(d) *Credits deferred.* Any acquisition credits, as hereinafter defined, in connection with the making or acquisition of any mortgage loan by an insured institution shall be deferred and shall be credited to an account descriptive of deferred income, and a proportionate amount of all acquisition credits so deferred shall be credited to income, at least semiannually, over a period of not less than 7 years.

(e) *Sale of loans.* If a mortgage loan owned by an insured institution is sold without recourse at a premium, such premium shall be credited to such institution's income for the accounting period in which the loan is sold. If a mortgage loan owned by an insured institution is sold without recourse at a loss or at a discount, such loss or discount shall be charged to the balance of any acquisition credits or purchase discount applicable to such loan that remains deferred at the time of such sale; any loss or discount in excess of such balance shall be charged to such institution's expense for the accounting period in which the loan is sold or to surplus, undivided profits, or reserves.

(f) *Sale of real estate owned.* When an insured institution sells real estate owned by it, such institution's records

shall disclose the book value of such real estate at the time of such sale and the price at which it is sold. If such sale results in a profit, such part of the profit as is proportionate to the part of the sale price not received by the institution in cash at the time of sale shall be deferred and credited to an account descriptive of unearned profit on real estate sold; thereafter such unearned profit shall be deemed to have been realized to no greater extent than is proportionate to the reduction of the unpaid balance of the sale contract or purchase money mortgage.

(g) *Definitions.* For the purpose of this section, (1) the term "mortgage loan" means any loan or contract (or interest therein) on the security of real estate; (2) the term "amount of the loan" means the face amount of the obligation executed by the primary obligor on a mortgage loan, except that with respect to a mortgage loan acquired by an insured institution such term means the principal balance of such loan at the time of its acquisition by such institution; (3) the term "acquisition credits" means that portion of any consideration, other than the average interest provided by the loan contract, charged or received by an insured institution for or in connection with the making of a mortgage loan or commitment that is in excess of the greater of (i) \$50 or (ii) 2 percent of the amount of the loan if the loan is for the purpose of construction, or 1 percent of the amount of the loan if the loan is for any other purpose, plus for either type of loan \$50 for those insured institutions utilizing employees of the institution to perform appraisal, attorney or loan closing functions; *Provided,* That the term "acquisition credits" does not include specifically itemized charges collected by an insured institution from the borrower and paid out to third parties for necessary initial charges in connection with the mortgage loan transaction; (4) the term "acquisition charges" includes finder's fee, buying commission, attorney's fee, and brokerage fee paid by an insured institution in connection with the making or acquisition of a mortgage loan or commitment, but does not include a premium paid by such institution in connection with the purchase of a mortgage loan.

(Secs. 402, 403, 48 Stat. 1256, 1257, as amended; 12 U.S.C. 1725, 1726. Reorg. Plan No. 3 of 1947, 12 F.R. 4981, 3 CFR, 1947 Supp.)

By the Federal Home Loan Bank Board.

[SEAL] HARRY W. CAULSEN,
Secretary.

[F.R. Doc. 65-5492; Filed, May 25, 1965;
8:48 a.m.]

Title 20—EMPLOYEES' BENEFITS

Chapter V—Bureau of Employment
Security, Department of Labor

PART 604—POLICIES OF UNITED
STATES EMPLOYMENT SERVICE

Service to Minority Groups

Pursuant to authority in section 12 of the Wagner-Peyser Act (29 U.S.C. 49k),

Reorganization Plan No. 2 of 1949 (3 CFR 1949-53 Comp., p. 998), and 29 CFR 602.21, I hereby establish new paragraphs (h) and (i) of 20 CFR 604.8 to read as set forth below.

As this amendment provides only a general statement of policy, notice of proposed rule making, public participation in its adoption, and delay in its effective date are excepted from the requirements of section 4 of the Administrative Procedure Act. As the policies hereby expressed merely make explicit those which have heretofore been intended, no need for public participation or delay appears, and this amendment shall become effective immediately.

§ 604.8 Service to minority groups.

It is the policy of the U.S. Employment Service:

(h) To provide and operate all employment service premises and facilities without discrimination or segregation based on race, creed, color, or national origin.

(i) To assign or outstation no personnel for the provision of employment services to individuals in any institution, agency, or establishment which excludes, segregates, or discriminates against any person because of race, creed, color, or national origin.

(48 Stat. 117, as amended; 29 U.S.C. 49k)

Signed at Washington, D.C., this 19th day of May 1965.

ROBERT C. GOODWIN,
Administrator,
Bureau of Employment Security.

[F.R. Doc. 65-5470; Filed, May 25, 1965;
8:45 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER C—DRUGS

PART 141a—PENICILLIN AND PENICILLIN-CONTAINING DRUGS; TESTS AND METHODS OF ASSAY

PART 146a—CERTIFICATION OF PENICILLIN AND PENICILLIN-CONTAINING DRUGS

Ampicillin Trihydrate for Oral Suspension

Under the authority provided in the Federal Food, Drug, and Cosmetic Act (sec. 507, 59 Stat. 463 as amended; 21 U.S.C. 357), and delegated by the Secretary of Health, Education, and Welfare to the Commissioner of Food and Drugs (21 CFR 2.90), Parts 141a and 146a are amended by adding thereto the following new sections:

§ 141a.122 Ampicillin trihydrate for oral suspension.

(a) *Potency.* Reconstitute the drug as directed in the labeling. Place an

accurately measured aliquot (usually a single dose) in a 250-milliliter volumetric flask and dilute to volume with:

(1) 0.1M potassium phosphate buffer, pH 8.0. Mix well and proceed as directed in § 141a.111(a)(1); or

(2) 1 percent potassium phosphate buffer, pH 6.0. Mix well, transfer 1.0 milliliter to each of two iodine flasks, and proceed as directed in § 141a.111(a)(2).

Either of the above-assay procedures may be employed; however, the results obtained from the method in subparagraph (1) of this paragraph shall be conclusive. Its potency is satisfactory if it contains not less than 90 percent and not more than 120 percent of the number of milligrams of ampicillin that it is represented to contain.

(b) *Moisture.* Proceed as directed in § 141a.26(e).

(c) *pH.* Proceed as directed in § 141a.5(b), except use the suspension obtained after reconstituting the drug as directed in its labeling.

§ 146a.118 Ampicillin trihydrate for oral suspension.

(a) *Standards of identity, strength, quality, and purity.* Ampicillin trihydrate for oral suspension is a mixture of ampicillin trihydrate with one or more suitable and harmless colorings, flavorings, buffer substances, and preservatives. When reconstituted as directed in the labeling it contains either 25 milligrams of ampicillin or 50 milligrams of ampicillin per milliliter. Its moisture content is not more than 2.5 percent. The pH of the suspension, when reconstituted as directed in its labeling, is not less than 5.0 and not more than 7.5. The ampicillin trihydrate used conforms to the standards prescribed by § 146a.6 (a). Each other substance used, if its name is recognized in the U.S.P. or N.F., conforms to the standards prescribed therefor by such official compendium.

(b) *Packaging.* In all cases the immediate container of ampicillin trihydrate for oral suspension shall be a tight container as defined in the U.S.P. The composition of the immediate container shall be such as will not cause any change in the strength, quality, or purity of the contents beyond any limits therefor in applicable standards, except that minor changes so caused that are normal and unavoidable in good packaging, storage, and distribution practice shall be disregarded.

(c) *Labeling.* In addition to the labeling requirements prescribed by § 148.3 of this chapter, each immediate container shall bear the statement "When stored at room temperature discard unused portion after 7 days; when stored in refrigerator discard unused portion after 14 days." Its expiration date is 12 months.

(d) *Request for certification; samples.* (1) In addition to complying with the requirements of § 146.2 of this chapter, a person who requests certification of a batch of ampicillin trihydrate for oral suspension shall submit with his request a statement showing the batch mark, the

number of packages of each size in such batch, the date on which the latest assay of the batch was completed, the batch mark and (unless it was previously submitted) the date on which the latest assay of the ampicillin trihydrate used in making such batch was completed, and a statement that each ingredient used in making the batch conforms to the requirements prescribed therefor, if any, by this section.

(2) Except as otherwise provided in subparagraph (4) of this paragraph, such person shall submit in connection with his request results of the tests and assays listed after each of the following made by him on an accurately representative sample of:

(i) The batch: Potency, moisture, and pH.

(ii) The ampicillin trihydrate used in making the batch: Potency, toxicity, moisture, pH, ampicillin content, crystallinity, and identity.

(3) Except as otherwise provided by subparagraph (4) of this paragraph, such person shall submit in connection with his request, in the quantities hereinafter indicated, accurately representative samples of the following:

(i) The batch: One immediate container for each 5,000 immediate containers in the batch, but in no case less than 5 immediate containers collected by taking single immediate containers at such intervals throughout the entire time of packaging the batch that the quantities packaged during the intervals are approximately equal.

(ii) The ampicillin trihydrate used in making the batch: 10 packages, each containing not less than 300 milligrams, packaged in accordance with the requirements of § 146a.6(b).

(iii) In the case of an initial request for certification, each other substance used in making the batch: One package of each containing approximately 5 grams.

(4) The result referred to in subparagraph (2)(ii) of this paragraph and the sample referred to in subparagraph (3)(ii) of this paragraph are not required if such result and sample have been previously submitted.

(e) *Fees.* The fees for the services rendered with respect to each batch of ampicillin trihydrate for oral suspension under the regulations in this section shall be:

(1) \$4.00 for each immediate container in the samples submitted in accordance with paragraph (d)(3)(i) and (iii) of this section; \$5.00 for each package of the sample submitted in accordance with paragraph (d)(3)(ii) of this section.

(2) If the Commissioner considers that investigations other than examination of such immediate containers are necessary to determine whether or not such batch complies with the requirements of § 146.3 of this chapter for the issuance of a certificate, the cost of such investigations.

The fees prescribed by subparagraph (1) of this paragraph shall accompany the request for certification unless such

fees are covered by an advance deposit maintained in accordance with § 146.3 of this chapter.

Notice and public procedure and delayed effective date are not necessary prerequisites to the promulgation of this order, and I so find, since this order will permit certification of an additional oral dosage form of an antibiotic drug presently marketed, which form has been found to be safe and efficacious for use, and a delay in its availability would not be in the public interest.

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

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

Dated: May 20, 1965.

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

[F.R. Doc. 65-5488; Filed, May 25, 1965; 8:47 a.m.]

PART 148—ANTIBIOTIC DRUGS; PACKAGING AND LABELING REQUIREMENTS

Antibiotic and Antibiotic-Containing Drugs Intended for Use in Milk-Producing Animals; Labeling

Under the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (sec. 507, 59 Stat. 463, as amended; 21 U.S.C. 357), and delegated by him to the Commissioner of Food and Drugs (21 CFR 2.90), the regulations relating to packaging and labeling requirements for antibiotic drugs (21 CFR Part 148) are amended as follows:

Section 148.5 is amended to provide for a change in the second warning statement therein. As amended, this section reads as follows:

§ 148.5 Antibiotic and antibiotic-containing drugs intended for use in milk-producing animals; labeling.

Whenever the labeling of an antibiotic drug included in the regulations in this chapter suggests or recommends its use in milk-producing animals, the label of such drugs shall bear either the statement "Warning: Not for use in animals producing milk, since this use will result in contamination of the milk" or the statement "Warning: Milk that has been

taken from animals during treatment and for -- hours (--- milkings) after the latest treatment must not be used for food", the first blank being filled in with the figure, which shall not be greater than 96, that the Commissioner has authorized the manufacturer of the drug to use, and the second figure shall be the first number divided by 12. The Commissioner shall determine what such figures shall be from information submitted by the manufacturer and which the Commissioner considers is adequate to prove that period of time after the latest treatment that the milk from treated animals will contain no residues from use of the preparation. If the Commissioner determines from the information submitted that the use of the antibiotic drug as recommended does not result in its appearance in the milk, he may exempt the drug from bearing either of the above warning statements.

Notice and public procedure are unnecessary prerequisites to the promulgation of this order, and I so find, since this amendment, which brings into agreement the labeling requirements of the regulation involved (21 CFR 148.5) with those of a food additive regulation (21 CFR 121.249), is made to effect consistency within existing regulations.

Effective date. This order shall become effective 90 days after the date of its publication in the FEDERAL REGISTER.

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

Dated: May 20, 1965.

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

[F.R. Doc. 65-5489; Filed, May 25, 1965; 8:47 a.m.]

Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

Chapter 8—Veterans Administration

PART 8-1—GENERAL

PART 8-19—TRANSPORTATION

Transportation Factors in the Procurement of Personal Property

1. In Part 8-1, Subpart 8-1.13—Standard Contract Delivery Terms, is revoked.
2. A new Part 8-19 is added to read as follows:

Subpart 8-19.2—Transportation Factors in the Procurement of Personal Property

§ 8-19.202-7 Use of appropriate delivery terms.

(a) Where alternative delivery bases are provided and contracting officer uses only one of them in his invitation to bid, he shall include in the contract file, his reasons for using only one of the bases.

(b) When it is impossible to accurately predetermine the quantities required, or the specific points of delivery or use, but the supplies and equipment are the type that anticipated use is in all Veterans Administration installations in proportion to the number of hospital beds or patient workload, the following clause shall be incorporated in the invitation in lieu of the one contained in FPR 1-19.202-7(b) (1) (iv):

For the purpose of evaluating bids, and for no other purpose the f.o.b. destination price per unit will be determined by applying the following formula to f.o.b. origin bid prices which will result in an average destination price reflecting the variance in anticipated demands for each general geographic area. Multiply the guaranteed shipping weight by the freight, parcel post or express rate, whichever is proper, to each destination shown below and then multiply the resulting transportation charges by the anticipated demand factor shown for each destination. Total the resulting weighted transportation charges for all destinations and divide this total by 20 to give the nation-wide average transportation charge. This charge will be added to f.o.b. origin prices to determine the nation-wide average f.o.b. destination price per unit.

Area destination	Anticipated demand factor
Oakland, Calif.....	3
Dallas, Tex.....	2
Omaha, Nebr.....	3
Port Wayne, Ind.....	4
Atlanta, Ga.....	3
New York, N.Y.....	5

Total of factors..... 20

(Sec. 205(c), 63 Stat. 390, as amended, 40 U.S.C. 486(c); sec. 210(c), 72 Stat. 1114, 38 U.S.C. 210(c))

These regulations are effective date of publication in the FEDERAL REGISTER.

By direction of the Administrator.

Approved: May 20, 1965.

[SEAL] A. H. MONK,
Associate Deputy Administrator.

[F.R. Doc. 65-5478; Filed, May 25, 1965; 8:46 a.m.]

Proposed Rule Making

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

[50 CFR Part 260]

PROCESSED FISHERY PRODUCTS

Debarment and Suspension of Inspection Services

Notice is hereby given that pursuant to section 203 and 205 of Title II of the Agricultural Marketing Act of 1946, 60 Stat. 1087, 1090, as amended, 7 U.S.C. sections 1622 and 1624 (1958), as transferred to the Department of the Interior by section 6(a) of the Fish and Wildlife Act of 1956, 70 Stat. 1122 (1956), 16 U.S.C. section 742e (1958), the Secretary of the Interior proposes to amend Title 50, Code of Federal Regulations by addition and deletion of sections that specifically apply to debarment and suspension of inspection services.

Subsection (h) of section 203 of the Agricultural Marketing Act of 1946 (7 U.S.C. 1622(h)) provides criminal penalties for various specified offenses relating to official shields, marks or other identifications and devices for making such marks or identifications, issued or authorized under section 203 of said Act, and certain misrepresentations concerning the inspection or grading of fishery products under said section.

The purpose of these proposed changes is to suspend or debar any person from the benefits provided under the Act when such person engages in activities which are in violation of the criminal section of the Act or which abuse or adversely interfere with the successful conduct of the inspection program.

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

The proposed addition and deletions of sections that specifically apply to debarment and suspension are as follows:

§§ 260.87, 260.89 [Deleted]

1. It is proposed that §§ 260.87 and 260.89 be deleted.

2. It is proposed that a new § 260.93 be added to read as follows:

§ 260.93 Debarment and suspension.

(a) *Debarment.* Any person may be debarred from using or benefiting from the inspection service provided under the regulations of this subchapter or under the terms of any inspection contract, and such debarment may apply to one or

more plants under his control, if such person engages in one or more of the following acts or activities:

(1) Misrepresenting, misstating, or withholding any material or relevant facts or information in conjunction with any application or request for an inspection contract, inspection service, inspection appeal, lot inspection, or other service, provided for under the regulations of this subchapter.

(2) Using on a processed product any label which displays any official identification, official device, or official mark, when the label is not currently approved for use by the Director or his delegate.

(3) Using on a processed product any label which displays the words "Packed Under the Continuous Inspection of the U.S. Department of the Interior," or which displays any official mark, official device, or official identification, or which displays a facsimile of the foregoing, when such product has not been inspected under the regulations of this subchapter.

(4) Making any statement or reference to the U.S. Grade of any processed product or any inspection service provided under the regulations of this subchapter on the label or in the advertising of any processed product, when such product has not been inspected under the regulations of this subchapter.

(5) Making, using, issuing, or attempting to issue or use in conjunction with the sale, shipment, transfer, or advertisement of a processed product any certificate of loading, certificate of sampling, inspection certificate, official device, official identification, or official mark which has not been issued, approved, or authorized for use with such product by an inspector.

(6) Using any of the terms "United States," "U.S.," "Officially graded," "Officially inspected," "Government inspected," or words of similar import or meaning, or using any official device, official identification, or official mark on the label, on the shipping container, or in the advertising of any processed product, when such product has not been inspected under the regulations of this subchapter.

(7) Using or attempting to use any certificate, certificate form, design, insignia, mark, shield, device, or figure which simulates in whole or in part any official mark, official device, official identification, certificate of loading, certificate of sampling, inspection certificate, or other official certificate issued pursuant to the regulations of this subchapter.

(8) Interfering or obstructing or attempting to interfere or obstruct any inspector or sampler in the performance of his duties under the regulations of this subchapter.

(9) Violating any one or more of the terms of any inspection contract or the provisions of the regulations of this subchapter.

(10) Engaging in acts or activities which destroy or interfere with the purposes of the inspection program or which have the effect of undermining the integrity of the inspection program.

(b) *Temporary suspension.* Whenever the Director has reasonable cause to believe that any person has engaged in any act or activity described in paragraph (a) of this section, and such act or activity would, in the opinion of the Director, cause serious and irreparable injury to the inspection program and services provided under the regulation of this subchapter, the Director may, without a hearing, temporarily suspend, either before or after institution of a debarment hearing, the inspection service provided under regulations of this subchapter or under any inspection contract for one or more plants under the control of such person for a period not to exceed sixty (60) days, except as herein provided for under this subsection. Notice of suspension shall be served by registered or certified mail, return receipt requested, and the notice shall specifically state those acts or activities of such person which are the basis for the suspension. The suspension shall become effective five (5) days after receipt of the notice by such person. Objection may be taken to the suspension by the filing of a petition for reconsideration with the Director, and such petition may be accompanied by supporting and relevant evidence and affidavits. The petition for reconsideration shall be ruled upon by the Director within twenty (20) days after receipt of such petition.

(1) If a debarment hearing is instituted against any person under suspension, such suspension may, in the discretion of the Director, be extended beyond the sixty (60) day period and remain in effect until a final decision on the debarment is rendered in accordance with the regulations of this section. Failure to institute a debarment hearing during a suspension period shall not preclude the institution of such a hearing at a later date.

(2) If a debarment hearing is instituted against any person not under suspension, the Director may, in accordance with the regulations of this subsection, temporarily suspend such person, and the suspension may, in the discretion of the Director, be extended beyond the sixty (60) day period and remain in effect until a final decision on debarment is rendered in accordance with the regulations of this section.

(3) All temporary suspensions shall terminate upon the rendering of a final decision on debarment, upon the dismissal of a debarment hearing, or upon the expiration of the sixty (60) day period, unless the sixty (60) day period has been extended by the Director as herein provided for.

(c) *Hearing Examiner.* All hearings shall be held before a Hearing Ex-

aminer, appointed by the Secretary or the Director.

(d) *Hearing.* If one or more of the acts or activities described in paragraph (a) of this section have occurred, the Director may institute a hearing to determine the length of time during which the person shall be debarred and those plants to which the debarment shall apply. No person may be debarred unless there is a hearing, as prescribed in this section, and it has been determined by the Hearing Examiner, based on evidence of record, that the one or more of the activities described in paragraph (a) of this section have occurred. Any debarment or suspension must be instituted within two (2) years of the time when such acts or activities described in paragraph (a) of this section occurred.

(e) *Notice of hearing.* The Director shall notify such person of the debarment hearing by registered or certified mail, return receipt requested. The notice shall set forth the time and place of the hearing, the specific acts or activities which are the basis for the debarment hearing, the time period of debarment being sought, and those plants to which the debarment shall apply. The hearing will be set for a time not less than 30 days but not longer than 120 days after receipt of the notice of hearing.

(f) *Time and place of hearing.* The hearing shall be held at a time and place fixed by the Director: *Provided, however,* The Hearing Examiner may, upon a proper showing of inconvenience, change the time and place of the hearing. Motions for change of time or place of the hearing must be mailed to or served upon the Hearing Examiner no later than 10 days before the hearing.

(g) *Right to counsel.* In all proceedings under this section, all persons and the Department of the Interior shall have the right to be represented by counsel, in accordance with the rules and regulations set forth in Title 43, Code of Federal Regulation, Part 1.

(h) *Form, execution, and service of documents.* (1) All papers to be filed under the regulations in this section shall be clear and legible; and shall be dated, signed in ink, contain the docket description and title of the proceeding, if any, and the address of the signatory. Five copies of all papers are required to be filed. Documents filed shall be executed by (i) the person or persons filing same, (ii) by an authorized officer thereof if it be a corporation or, (iii) by an attorney or other person having authority with respect thereto.

(2) All documents, when filed, shall show that service has been made upon all parties to the proceeding. Such service shall be made by delivering one copy to each party in person or by mailing by first-class mail, properly addressed with postage prepaid. When a party has appeared by attorney or other representative, service on such attorney or other representative will be deemed service upon the party. The date of service of document shall be the day when the matter served is deposited in the U.S. mail, shown by the postmark thereon, or is delivered in person, as the case may be.

(3) A person is deemed to have appeared in a hearing by the filing with the Director a written notice of his appearance or his authority in writing to appear on behalf of one of the persons to the hearing.

(4) The original of every document filed under this section and required to be served upon all parties to a proceeding shall be accompanied by a certificate of service signed by the party making service, stating that such service has been made upon each party to the proceeding. Certificates of service may be in substantially the following form:

I hereby certify that I have this day served the foregoing document upon all parties of record in this proceeding by: (1) Mailing postage prepaid, (2) delivering in person, a copy to each party.

Dated at _____ this _____ day of _____ 19____
Signature _____

(i) *Procedures and evidence.* (1) All parties to a hearing shall be entitled to introduce all relevant evidence on the issues as stated in the notice for hearing or as determined by the Hearing Examiner at the outset of or during the hearing.

(2) Technical rules of evidence shall not apply to hearings conducted pursuant to this section, but rules or principles designed to assure production of the most credible evidence available and to subject testimony to test by cross-examination shall be applied where reasonably necessary.

(j) *Duties of Hearing Examiner.* The Hearing Examiner shall have the authority and duty to:

(1) Take or cause depositions to be taken.

(2) Regulate the course of the hearings.

(3) Prescribe the order in which evidence shall be presented.

(4) Dispose of procedural requests or similar matters.

(5) Hear and initially rule upon all motions and petitions before him.

(6) Administer oaths and affirmations.

(7) Rule upon offers of proof and receive competent, relevant, material, reliable, and probative evidence.

(8) Control the admission of irrelevant, immaterial, incompetent, unreliable, repetitious, or cumulative evidence.

(9) Hear oral arguments if the hearing examiner determined such requirement is necessary.

(10) Fix the time for filing briefs, motions, and other documents to be filed in connection with hearings.

(11) Issue the initial decision and dispose of any other pertinent matters that normally and properly arise in the course of proceedings.

(12) Do all other things necessary for an orderly and impartial hearing.

(k) *The record.* (1) The Director will designate an official reporter for all hearings. The official transcript of testimony taken, together with any exhibits and briefs filed therewith, shall be filed with the Director. Transcripts of testimony will be available in any proceeding under the regulations of this section, at rates fixed by the contract between the

United States of America and the reporter. If the reporter is an employee of the Department of the Interior, the rate will be fixed by the Director.

(2) The transcript of testimony and exhibits, together with all briefs, papers, and all rulings by the Hearing Examiner shall constitute the record. The initial decision will be predicated on the same record, as will the final decision.

(l) *Decisions.* (1) The Hearing Examiner shall render the initial decision in all debarment proceedings before him. The same Hearing Examiner who presides at the hearing shall render the initial decision except when such Examiner becomes unavailable to the Department of the Interior. In such case, another Hearing Examiner will be designated by the Secretary or Director to render the initial decision. Briefs, or other documents, to be submitted after the hearing must be received not later than twenty (20) days after the hearing, unless otherwise extended by the Hearing Examiner upon motion by a party. The initial decision shall be made within sixty (60) days after the receipt of all briefs. If no appeals from the initial decision is served upon the Director within ten (10) days of the date of the initial decision, it will become the final decision on the twentieth day following the date of the initial decision. If an appeal is received, the appeal will be transmitted to the Secretary who will render the final decision after considering the record and the appeal.

(2) All initial and final decisions shall include a statement of findings and conclusions, as well as the reasons or bases therefor, upon the material issues presented. A copy of each decision shall be served on the parties to the proceeding, and furnished to interested persons upon request.

(3) It shall be the duty of the Hearing Examiner, and the Secretary where there is an appeal, to determine whether the person has engaged in one or more of the acts or activities described in paragraph (a) of this section, and, if there is a finding that the person has engaged in such acts or activities, the length of time the person shall be debarred, and the plants to which the debarment shall apply. However, the Hearing Examiner may not terminate any temporary suspension imposed by the Director.

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

MAY 21, 1965.

[P.R. Doc. 65-5490; Filed, May 25, 1965; 8:47 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Stabilization and
Conservation Service

[7 CFR Part 778]

EXPORT WHEAT MARKETING
CERTIFICATES

Notice of Proposed Rule Making

Notice is hereby given pursuant to section 4a Administrative Procedure Act (60 Stat. 238, 5 U.S.C. 1003) that the

Agricultural Stabilization and Conservation Service proposes to issue Amendment 2 to the Export Wheat Marketing Certificate Regulations (29 F.R. 7867), as amended (29 F.R. 9840).

Consideration will be given to all written comments, suggestions or arguments in connection with the proposed amendment filed, in duplicate, with the Director, Procurement and Sales Division, Agricultural Stabilization and Conservation Service, U.S. Department of Agriculture, Washington, D.C., 20250, during the 15-day period after the date of filing this amendment with the FEDERAL REGISTER. All written submissions made pursuant to this notice will be made available for public inspection in the office of the Director at the above address during regular business hours (7 CFR 1.27(b)).

The proposed amendment is issued pursuant to the Agricultural Adjustment Act of 1938, as amended by the Food and Agriculture Act of 1962 and the Agricultural Act of 1964 (Secs. 379a to 379j, 52 Stat. 31, as amended by 76 Stat. 626 and 78 Stat. 178, 7 U.S.C. 1379a to 1379j). The Act provides, with certain exceptions, that during any marketing year for which a wheat marketing allocation program is in effect, all persons exporting wheat shall, prior to such export, acquire export wheat marketing certificates equivalent to the number of bushels of wheat exported. In addition to the current marketing allocation program for the year ending June 30, 1965, a marketing allocation program is also in effect for the year beginning July 1, 1965, and ending June 30, 1966. The proposed amendment provides that exporters shall, with certain exceptions, acquire and surrender certificates valued at 30 cents per bushel (25 cents per bushel for the current marketing year ending June 30, 1965) for all wheat exported on and after July 1, 1965. The amendment also provides the basis for determining rates for refunds or credits against the amount payable for certificates for the new marketing year so as to make United States wheat generally competitive in the world markets, avoid disruption of world market prices, and fulfill the international obligations of the United States.

In addition, the proposed amendment provides that if certificates are surrendered to CCC later than the 15th calendar day after the date of exportation, the exporter will pay interest at 6 percent per annum on the face value of the certificates beginning on the 16th day after the date of export rather than having such interest begin to run on the date of export as heretofore provided. Another provision of the amendment authorizes the Director, Procurement and Sales Division, ASCS, Washington, D.C., to delegate authority vested in him under the regulations.

Provision is also made for requiring exporters to acquire certificates at a face value of 30 cents per bushel for any wheat exported to Canada in bond prior to July 1, 1965, if the wheat is exported from Canada on or after that date. Refunds provided on exports of such wheat from Canada take into consideration certificate costs of 30 cents per bushel.

Other miscellaneous changes of a minor nature are also included in the proposed amendment.

The proposed amendment would read as follows:

1. Section 778.3 *Definitions* is amended to change paragraph (j) to read as follows:

§ 778.3 *Definitions.*

(j) "Director," means the Director, Procurement and Sales Division, Agricultural Stabilization and Conservation Service, U.S. Department of Agriculture, or his designee.

2. Section 778.4 *Wheat Marketing Certificate (Export)* is amended to change paragraph (a) to read as follows:

§ 778.4 *Wheat Marketing Certificate (Export).*

(a) *Description.* Wheat Marketing Certificates (Export), hereinafter called "export certificates" or "certificates," shall be represented by Form CCC-145, Wheat Marketing Certificate (Export) issued by CCC or a certificate credit established by CCC in favor of an exporter for certificates purchased from CCC pursuant to these regulations. Form CCC-145 is a serially numbered form entitled "Wheat Marketing Certificate." A valid Form CCC-145 export certificate will be identified as "export"; will show date of issuance, marketing year for which issued, bushel quantity, face value and name and address of person to whom issued; and will bear the signature of a representative of CCC authorized to sign certificates.

3. Section 778.5 *Requirement for export certificates*, is amended to change paragraphs (a) and (c) (1) and (2) and the first sentence of (f) to read as follows:

§ 778.5 *Requirement for export certificates.*

(a) *General.* Any exporter who exports wheat on or after 12:01 a.m. local time, July 1, 1964, shall acquire and surrender certificates to CCC prior to export for the wheat so exported except as provided in the following paragraphs of this section. This requirement shall apply to all wheat exported irrespective of whether the wheat was sold prior to export or was exported prior to sale. The cost of export certificates (i.e., their face value) for the marketing year beginning July 1, 1964, shall be 25 cents per bushel, and for the marketing year beginning July 1, 1965, shall be 30 cents per bushel. After exportation, the exporter may claim a refund against the amount paid by him for certificates as provided in § 778.6.

(c) *Undertaking to secure purchase and payment.*

(1) He will acquire certificates from CCC and surrender the certificates for the wheat exported on or before the 45th calendar day after the date of exportation or such later date as may be approved by the Director for good cause shown by the exporter.

(2) If certificates are acquired and surrendered to CCC later than the 15th calendar day after the date of exportation, the cost of certificates acquired from CCC will be the face value of the certificates plus interest at the rate of six percent per annum beginning with the 16th calendar day after the date of exportation until the date of surrender of the certificates.

(f) *Exports to Canada in bond.* In addition to the foregoing requirements (1) any exporter who exports from Canada on and after July 1, 1964, to any destination outside the United States any wheat which had been exported from the United States to Canada in bond prior to July 1, 1964, shall acquire certificates having a face value of 25 cents per bushel for the wheat so exported and shall surrender such certificates to CCC, and (2) any exporter who exports from Canada on and after July 1, 1965, to any destination outside the United States any wheat which had been exported from the United States to Canada in bond prior to July 1, 1965, shall acquire certificates having a face value of 30 cents per bushel for the wheat so exported and shall surrender such certificates to CCC. * * *

4. Section 778.6 *Refunds or credits for export certificates*, is amended to read as follows:

§ 778.6 *Refunds or credits for export certificates.*

(a) *General.* CCC shall upon the exportation from the United States of wheat make refund to the exporter or allow him a credit against the amount payable by him for certificates in such amount as CCC determines will make United States wheat generally competitive in the world market, avoid disruption of world market prices and fulfill the international obligations of the United States. The provisions of GR-345 with respect to export payments shall apply in the determination of refunds and credits to be made or allowed the exporter unless the export is made under GR-261. If the amount of the export payment under GR-345 exceeds the cost of certificates for the wheat, a part of the export payment equal to the cost of such export certificates shall constitute the refund or credit. If the amount of the export payment does not exceed the cost of the certificates, the entire amount of the payment shall constitute the refund or credit. Notwithstanding the foregoing:

(1) A refund or credit in the amount of 25 cents per bushel against the amount payable for certificates shall be made or allowed to the exporter in addition to the applicable payment rate, if any, determined under GR-345 on any wheat (other than durum wheat) exported on or after July 1, 1964, pursuant to an export sale which was made April 11, 1964, or earlier, for export in such period and which had been registered for export payment under GR-345.

(2) If (1) an exportation of wheat is made pursuant to an export sale which had been registered under GR-345 and which at the time of sale provided for

export prior to July 1, 1964, or in the case of durum, if exportation is made pursuant to a contract with CCC for an export payment which provided for export prior to July 1, 1964, and (ii) if the exporter establishes to the satisfaction of the Director that exportation had been delayed until on or after July 1, 1964, for causes without his fault or negligence, a refund or credit in the amount of 25 cents per bushel shall be made or allowed the exporter in addition to the applicable export payment, if any, determined under GR-345.

(3) On any wheat (other than durum wheat) exported on or after July 1, 1965, pursuant to an export sale which was made later than 3:30 p.m., e.s.t., December 16, 1964, but earlier than 3:31 p.m., e.s.t., February 8, 1965, for export in such period and which had been registered for export payment under GR-345, a refund or credit in the amount of 5 cents per bushel against the amount payable for certificates shall be made or allowed to the exporter in addition to a refund or credit which consists of a part of the export payment determined under GR-345 equivalent to 25 cents per bushel, or if the amount of the export payment does not equal at least 25 cents per bushel, the entire amount of such export payment.

(4) If (i) an exportation of wheat is made pursuant to an export sale which had been registered under GR-345 and which at the time of sale provided for export prior to July 1, 1965, or in the case of durum, if exportation is made pursuant to a contract with CCC for an export payment which provided for export prior to July 1, 1965, and (ii) if the exporter establishes to the satisfaction of the Director that exportation had been delayed until on or after July 1, 1965, for causes without his fault or negligence, a refund or credit in the amount of 5 cents per bushel against the amount payable for certificates shall be made or allowed the exporter in addition to a refund or credit which consists of a part of the export payment determined under GR-345 equivalent to 25 cents per bushel or if the amount of the export payment does not equal at least 25 cents per bushel, the entire amount of such export payment.

(b) *GR-261.* In the case of wheat acquired from CCC under GR-261, at competitive world prices, a credit to the extent of the full cost of certificates required to be surrendered to CCC will be allowed the exporter on wheat exported in fulfillment of the exporter's obligations under GR-261.

(c) *Methods of obtaining refunds or credits.* If an exporter is entitled to a refund or credit against the amount payable by him for certificates, he may (except in the case of exports pursuant to GR-261) elect any of the following:

(1) The exporter may request CCC to issue him Export Commodity Certificates (Form CCC-341) for both the refund or credit to which he is entitled and the balance of the export payment, if any, due him under GR-345 on the exportation. CCC will issue the Export Commodity Certificate (Form CCC-341) after it has received payment for the cost of certificates required to be acquired and surrendered to CCC on the wheat exported.

(2) If he does not request Export Commodity Certificates as provided in subparagraph (1) of this paragraph, the amount of refund or credit shall be offset against the amount payable by him for certificates, and the balance of the export payment due him on the exportation, if any, will be paid to him in Export Commodity Certificates under GR-345.

(3) If the certificates have already been purchased and surrendered by him and he does not request Export Commodity Certificates as provided in subparagraph (1) of this paragraph, the refund will be paid to him in cash, and the balance of the export payment due him on the exportation will be paid to him in Export Commodity Certificates under GR-345.

§ 778.7 [Amended]

5. Section 778.7, *Report of intention to export*, is amended to change the first two sentences of paragraph (a) to read as follows: "Each exporter shall make a report to the Director of all wheat which he intends to export except that in the case of wheat to be exported under GR-261 the report shall be sent to the Director, Kansas City Commodity Office. The report may be made by letter, telegraph or by telephone and shall be submitted so that it is received on or before the time of exportation unless an extension of such time is approved in writing by the Director for good cause shown by the exporter."

Signed at Washington, D.C., on May 21, 1965.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 65-5494; Filed, May 25, 1965; 8:48 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 71]

[Airspace Docket No. 65-CE-60]

CONTROL ZONE, TRANSITION AREA, AND CONTROL AREA EXTENSION

Proposed Alteration, Designation, and Revocation

The Federal Aviation Agency is considering amendments to Part 71 of the Federal Aviation Regulations which would alter the controlled airspace in the Mason City, Iowa, terminal area.

The following controlled airspace is presently designated in the vicinity of Mason City, Iowa:

(1) The Mason City, Iowa, control zone is designated as that airspace within a 5-mile radius of Mason City Municipal Airport (latitude 43°09'30" N., longitude 93°20'05" W.) and within 2 miles either side of the Mason City VORTAC 002° and 182° radials extending from the 5-mile radius zone to 10 miles S of the VORTAC.

(2) The Mason City, Iowa, control area extension is designated as that airspace within a 15-mile radius of Mason City VORTAC, including the airspace S of Mason City within 10 miles E and 7 miles W of the Mason City VORTAC 182° radial extending from the Mason City 15-mile radius area to 26 miles S of the VORTAC.

The Federal Aviation Agency, having completed a comprehensive review of the terminal airspace structural requirements in the Mason City terminal area, including studies attendant to the implementation of the provisions of Amendments 60-21 (26 F.R. 570) and 60-29 (27 F.R. 4012) of Part 60 of the Civil Air Regulations, proposes to take the following airspace action:

(1) Revoke the Mason City, Iowa, control area extension.

(2) Alter the Mason City control zone by designating it as that airspace within a 5-mile radius of Mason City, Iowa, Municipal Airport (latitude 43°09'31" N., longitude 93°19'39" W.); and within 2 miles each side of the Mason City VOR 002° radial extending from the 5-mile radius zone to 10 miles N of the VOR.

(3) Designate a Mason City, Iowa, transition area as that airspace extending upward from 700 feet above the surface within 8 miles E and 5 miles W of the Mason City VOR 182° and 002° radials; and extending from 7 miles N to 12 miles S of the VOR and within 2 miles each side of the Mason City VOR 002° radial extending from 10 miles N to 18 miles N of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the Mason City VOR 002° radial extending from 7 miles N to 22 miles N of the VOR; and within the area bounded on the W by a line 5 miles W of and parallel to the Mason City VOR 349° radial, on the SE by a line 5 miles SE of and parallel to the Mason City VOR 038° radial and on the N by the arc of a 22-mile radius circle centered on the Mason City VOR; and within the area bounded on the NE by a line 5 miles NE of and parallel to the Mason City VOR 128° radial, on the NW by a line 5 miles NW of and parallel to the Mason City VOR 236° radial and on the S by the arc of a 12-mile radius circle centered on the Mason City VOR; and within the area bounded on the NE by a line 5 miles NE of and parallel to the Mason City VOR 152° radial, on the W by a line 5 miles W of and parallel to the Mason City VOR 182° radial and on the S by the arc of a 20-mile radius centered on the Mason City VOR.

The Mason City, Iowa, control area extension would be replaced by the Mason City, Iowa, transition area.

The proposed control zone modification would eliminate the long extension to the south and add a short extension to the north. The smaller control zone would adequately protect aircraft executing IFR approach and departure procedures at Mason City Municipal Airport during descent from 1,000 feet above the surface on approach and during climb to 700 feet above the surface on departure. Also, the modification of the control zone includes a correction of the geographic coordinates of the Mason City Municipal Airport.

The 700-foot floor transition area would provide controlled airspace protection for aircraft executing random departure procedures during climb from 700 to 1,200 feet above the surface. It would also provide controlled airspace protection for aircraft executing prescribed instrument approach procedures

PROPOSED RULE MAKING

during descent from 1,500 to 1,000 feet above the surface.

The 1,200-foot floor transition area would provide controlled airspace protection for aircraft executing prescribed instrument approach procedures during the portion of those procedures executed at and above 1,500 feet above the surface.

Floors of the airways which traverse the transition areas proposed herein would automatically coincide with the floors of the transition areas.

Certain revisions to the prescribed instrument approach procedures would be effected in conjunction with the actions proposed herein but operational complexity would not be increased nor would aircraft performance or present landing minimums be adversely affected.

Specific details of the changes to procedures that would be required may be

examined by contacting the Chief, Airspace Branch, Air Traffic Division, Central Region, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110. 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. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional

Air Traffic Division Chief. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The public Docket will be available for examination by interested persons in the office of the Regional Counsel, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110.

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

Issued at Kansas City, Mo., on May 17, 1965.

EDWARD C. MARSH,
Director, Central Region.

[P.R. Doc. 65-5463; Filed, May 25, 1965;
8:45 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Coast Guard

[CGFR 65-10]

EQUIPMENT, INSTALLATIONS, OR MATERIALS

Approval and Termination of Approval Notice

1. Various items of lifesaving, fire-fighting, and miscellaneous equipment, installations, and materials used on merchant vessels subject to Coast Guard inspection or on certain motorboats and other pleasure craft are required by law and various regulations in 46 CFR Chapter I to be of types approved by the Commandant, United States Coast Guard. The procedures governing the granting of approvals, and the cancellation, termination or withdrawal of approvals are set forth in 46 CFR 2.75-1 to 2.75-50, inclusive. For certain types of equipment, installations, and materials, specifications have been prescribed by the Commandant and are published in 46 CFR Parts 160 to 164, inclusive (Subchapter Q—Specifications), and detailed procedures for obtaining approvals are also described therein.

2. The Commandant's approval of a specific item is intended to provide a control over its quality. Therefore, such approval applies only to the item constructed or installed in accordance with the applicable requirements and the details described in the specific approval. If a specific item when manufactured does not comply with the details in the approval, then such item is not considered to have the Commandant's approval, and the certificate of approval issued to the manufacturer does not apply to such modified item. For example, if an item is manufactured with changes in design or material not previously approved, the approval does not apply to such modified item.

3. After a manufacturer has submitted satisfactory evidence that a particular item complies with the applicable laws and regulations, a Certificate of Approval (Form CGHQ-10030) will be issued to the manufacturer certifying that the item specified complies with the applicable laws and regulations and approval is given, which will be in effect for a period of 5 years from the date given unless sooner canceled or suspended by proper authority.

4. The purpose of this document is to notify all concerned that certain approvals were granted or terminated, as described in this document, during the period from December 10, 1964, to January 18, 1965 (List Nos. 3-65 and 4-65). These actions were taken in accordance with procedures set forth in 46 CFR 2.75-1 to 2.75-50, inclusive.

5. The delegations of authority for the Coast Guard's actions with respect to

approvals may be found in section 632 of Title 14, U.S. Code, and in Treasury Department Orders 120 dated July 31, 1950 (15 F.R. 6521), 167-14 dated November 26, 1954 (19 F.R. 8026), 167-15, dated January 3, 1955 (20 F.R. 840), 167-20 dated June 18, 1956 (21 F.R. 4894), CGFR 56-28, dated July 24, 1956 (21 F.R. 5659), or 167-38 dated October 26, 1959 (24 F.R. 8857), and the statutory authority may be found in R.S. 4405, as amended, 4462, as amended, 4488, as amended, 4491, as amended, secs. 1, 2, 49 Stat. 1544, as amended, sec. 17, 54 Stat. 166, as amended, sec. 3, 54 Stat. 346, as amended, sec. 3, 70 Stat. 152 (46 U.S.C. 375, 416, 481, 489, 367, 526p, 1333, 390b), sec. 4(e), 67 Stat. 462 (43 U.S.C. 1333 (e)), or sec. 3(c), 68 Stat. 675 (50 U.S.C. 193), and implementing regulations in 46 CFR Chapter I or 33 CFR Chapter I.

6. In Part I of this document are listed the approvals granted which shall be in effect for a period of 5 years from the dates granted, unless sooner canceled or suspended by proper authority.

7. In Part II of this document are listed the approvals which have been terminated. Notwithstanding this termination of approvals of the items of equipment as listed in Part II such equipment may be used so long as such equipment is in good and serviceable condition.

PART I—APPROVALS OF EQUIPMENT, INSTALLATIONS OR MATERIALS

DAVITS

Approval No. 160.032/102/1, mechanical davit, crescent sheath screw, Type C-68 (formerly Type C-65), approved for a maximum working load of 13,600 pounds per set (6,800 pounds per arm) using 2-part falls, identified by arrangement dwg. No. 2082-10, Rev. 5 dated October 18, 1954, manufactured by Welin Davit and Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N.J., effective January 18, 1965. (It is an extension of Approval No. 160.032/102/1 dated January 18, 1960.)

LIFEBOATS

Approval No. 160.035/286/3, 24.0' x 8.0' x 3.5' steel, oar-propelled lifeboat, 40-person capacity, identified by construction and arrangement dwg. No. 24-9, Rev. G dated December 18, 1964, manufactured by Marine Safety Equipment Corp., Foot of Paynter's Road, Farmingdale, N.J., 07727, effective January 14, 1965. (It supersedes Approval No. 160.035/286/2 dated October 23, 1964, to show change in construction.)

BUOYANT CUSHIONS, KAPOK OR FIBROUS GLASS

Note: Approved for use on motorboats of Classes A, 1, or 2 not carrying passengers for hire.

Approval No. 160.047/541/0, Type I, Model AK-1, adult, kapok buoyant vest,

U.S.C.G. Specification Subpart 160.047, manufactured by American Pad & Textile Co., 6230 Bienvenue Street, New Orleans, La., 70117, and Fairfield, Calif., for Liberty Distributors, 2570 Devon Avenue, Des Plaines, Ill., 60016, effective January 12, 1965. (It supersedes Approval No. 160.047/541/0 dated October 31, 1962, to show change of address of manufacturer.)

Approval No. 160.047/542/0, Type I, Model CKM-1, child medium kapok buoyant vest, U.S.C.G. Specification Subpart 160.047, manufactured by American Pad & Textile Co., 6230 Bienvenue Street, New Orleans, La., 70117, and Fairfield, Calif., for Liberty Distributors, 2570 Devon Avenue, Des Plaines, Ill., 60016, effective January 12, 1965. (It supersedes Approval No. 160.047/542/0 dated October 31, 1962, to show change of address of manufacturer.)

Approval No. 160.047/543/0, Type I, Model CKS-1, child small, kapok buoyant vest, U.S.C.G. Specification Subpart 160.047, manufactured by American Pad & Textile Co., 6230 Bienvenue Street, New Orleans, La., 70117, and Fairfield, Calif., for Liberty Distributors, 2570 Devon Avenue, Des Plaines, Ill., 60016, effective January 12, 1965. (It supersedes Approval No. 160.047/543/0 dated October 31, 1962, to show change of address of manufacturer.)

BUOYANT CUSHIONS, KAPOK OR FIBROUS GLASS

Approval No. 160.048/220/0, group approval for rectangular and trapezoidal kapok buoyant cushions, U.S.C.G. Specification Subpart 160.048, sizes and weights of kapok filling to be as per Table 160.048-4(c)(1)(i), manufactured by American Pad & Textile Co., 6230 Bienvenue Street, New Orleans, La., 70117, and Fairfield, Calif., for Liberty Distributors, 2570 Devon Avenue, Des Plaines, Ill., 60016, effective January 12, 1965. (Approved for use on motorboats of Classes A, 1, or 2 not carrying passengers for hire.) (It supersedes Approval No. 160.048/220/0 dated October 31, 1962, to show change of address of manufacturer.)

BUOYANT CUSHIONS, UNICELLULAR PLASTIC FOAM

Approval No. 160.049/65/0, group approval for rectangular and trapezoidal unicellular plastic foam buoyant cushions, U.S.C.G. Specification Subpart 160.049, sizes to be as per Table 160.049-4(c)(1), manufactured by Elvin Salow Co., 273-285 Congress Street, Boston 10, Mass., effective January 6, 1965. (Approved for use on motorboats of Classes A, 1, or 2 not carrying passengers for hire.)

BUOYANT VESTS, UNICELLULAR PLASTIC FOAM, ADULT AND CHILD

Approval No. 160.052/208/0, Type II, Model No. SM603, adult unicellular plas-

tic foam buoyant vest, American Pad & Textile Co., dwg. C-28 (sheets 1 and 4) and Specifications C-28 dated March 13, 1961, manufactured by American Pad & Textile Co., 6230 Bienvenue Street, New Orleans, La., 70117, and Fairfield, Calif., for Liberty Distributors, 2570 Devon Avenue, Des Plaines, Ill., 60016, effective January 12, 1965. (Approved for use on motorboats of Classes A, 1, or 2 not carrying passengers for hire.) (It supersedes Approval No. 160.052/208/0 dated October 31, 1962, to show change of address of manufacturer.)

KITS, FIRST-AID, FOR INFLATABLE LIFE RAFTS

Approval No. 160.054/4/1, Model M-3 first aid kit for inflatable life rafts, dwg. dated December 29, 1964, manufactured by E. D. Bullard Co., 2680 Bridgeway, Sausalito, Calif., 94965, effective January 12, 1965. (It supersedes Approval No. 160.054/4/0 dated August 16, 1960, to show change in construction.)

FLASHLIGHTS, ELECTRIC, HAND

Approval No. 161.008/15/0, No. 2217 explosion-proof flashlight, Type II, size 2 (2-cell), identified by assembly drawing No. 3F-1744A dated 3-28-63, Rev. 5-19-64, manufactured by Bright Star Industries, Clifton, N.J., effective January 6, 1965. (Each flashlight shall be plainly marked with the name of the manufacturer and the above model number.)

Approval No. 161.008/16/0, No. 2224 explosion-proof flashlight, Type II, size 3 (3-cell), identified by assembly drawing No. 3F-1744A dated 3-28-63, Rev. 5-19-64, manufactured by Bright Star Industries, Clifton, N.J., effective January 6, 1965. (Each flashlight shall be plainly marked with the name of the manufacturer and the above model number.)

APPLIANCES, LIQUEFIED PETROLEUM GAS CONSUMING

Approval No. 162.020/83/0, South Bend Model No. 4000 range for liquefied petroleum gas service, approved by the American Gas Association, Inc., under Certificate No. 11-(44-4.1 and -6.1).001, manufactured by The Malleable Steel Range Manufacturing Corp., South Bend 21, Ind., effective January 18, 1965. (It is an extension of Approval No. 162.020/83/0 dated January 18, 1960.)

Approval No. 162.020/84/0, South Bend Model 4002 range for liquefied petroleum gas service, approved by the American Gas Association, Inc., under Certificate No. 11-(44-4.1 and -6.1).001, manufactured by The Malleable Steel Range Manufacturing Corp., South Bend 21, Ind., effective January 18, 1965. (It is an extension of Approval No. 162.020/84/0 dated January 18, 1960.)

Approval No. 162.020/85/0, South Bend Model No. 4003 range for liquefied petroleum gas service, approved by the American Gas Association, Inc., under Certificate No. 11-(44-4.1 and -6.1).001, manufactured by The Malleable Steel Range Manufacturing Corp., South Bend 21, Ind., effective January 18, 1965. (It is an extension of Approval No. 162.020/85/0 dated January 18, 1960.)

Approval No. 162.020/86/0, South Bend Model No. 4004 range for liquefied petroleum gas service, approved by the American Gas Association, Inc., under Certificate No. 11-(44-4.1 and -6.1).001, manufactured by The Malleable Steel Range Manufacturing Corp., South Bend 21, Ind., effective January 18, 1965. (It is an extension of Approval No. 162.020/86/0 dated January 18, 1960.)

Approval No. 162.020/87/0, South Bend Model No. 4020 range for liquefied petroleum gas service, approved by the American Gas Association, Inc., under Certificate No. 11-(44-4.1 and -6.1).001, manufactured by The Malleable Steel Range Manufacturing Corp., South Bend 21, Ind., effective January 18, 1965. (It is an extension of Approval No. 162.020/87/0 dated January 18, 1960.)

Approval No. 162.020/88/0, South Bend Model No. 4022 range for liquefied petroleum gas service, approved by the American Gas Association, Inc., under Certificate No. 11-(44-4.1 and -6.1).001, manufactured by The Malleable Steel Range Manufacturing Corp., South Bend 21, Ind., effective January 18, 1965. (It is an extension of Approval No. 162.020/88/0 dated January 18, 1960.)

Approval No. 162.020/89/0, South Bend Model No. 4023 range for liquefied petroleum gas service, approved by the American Gas Association, Inc., under Certificate No. 11-(44-4.1 and -6.1).001, manufactured by The Malleable Steel Range Manufacturing Corp., South Bend 21, Ind., effective January 18, 1965. (It is an extension of Approval No. 162.020/89/0 dated January 18, 1960.)

Approval No. 162.020/90/0, South Bend Model No. 4025 range for liquefied petroleum gas service, approved by the American Gas Association, Inc., under Certificate No. 11-(44-4.1 and -6.1).001, manufactured by The Malleable Steel Range Manufacturing Corp., South Bend 21, Ind., effective January 18, 1965. (It is an extension of Approval No. 162.020/90/0 dated January 18, 1960.)

PART II—TERMINATIONS OF APPROVAL OF EQUIPMENT, INSTALLATIONS OR MATERIALS

LIFEBOATS

Welin Davit and Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N.J., Approval Nos. 160.035/37/1, 160.035/185/1 and 160.035/312/0 are terminated because these approvals have expired.

BUOYANT VESTS, KAPOK OR FIBROUS GLASS, ADULT AND CHILD

NOTE: Approved for use on motorboats of Classes A, 1, or 2 not carrying passengers for hire.

Brunswick Corp., Brunswick Sports Division, Eminence, Ky., Approval Nos. 160.047/378/0, 160.047/379/0, and 160.047/380/0, for Liberty Distributors, 4300 North Fifth Street, Philadelphia 5, Pa., are terminated effective December 10, 1964, because items are no longer manufactured.

Crawford Manufacturing Co., Inc., Third and Decatur Streets, Richmond 12, Va., and 12th and Graham Streets,

Emporia, Kans., for Liberty Distributors, 4300 North Fifth Street, Philadelphia 5, Pa., Approval Nos. 160.047/520/0, 160.047/521/0, and 160.047/522/0 are terminated effective December 10, 1964, because items are no longer manufactured.

BUOYANT CUSHIONS, KAPOK OR FIBROUS GLASS

NOTE: Approved for use on motorboats of Classes A, 1, or 2 not carrying passengers for hire.

Brunswick Corp., Brunswick Sports Division, Eminence, Ky., Approval No. 160.048/173/0, for Liberty Distributors, 4300 North Fifth Street, Philadelphia 5, Pa., is terminated effective December 10, 1964, because item is no longer manufactured.

Crawford Manufacturing Co., Inc., Third and Decatur Streets, Richmond 12, Va., and 12th and Graham Streets, Emporia, Kans., for Liberty Distributors, 4300 North Fifth Street, Philadelphia 5, Pa., Approval No. 160.048/210/0 is terminated effective December 10, 1964, because item is no longer manufactured.

Dated: May 13, 1965.

[SEAL] W. D. SHIELDS,
Vice Admiral, U.S. Coast Guard,
Acting Commandant.

[F.R. Doc. 65-5487; Filed, May 25, 1965;
8:47 a.m.]

DEPARTMENT OF AGRICULTURE

Office of the Secretary

MICHIGAN AND PENNSYLVANIA

Designation of Areas for Emergency Loans

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

MICHIGAN

Ogemaw.

PENNSYLVANIA

Cameron.

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after December 31, 1965, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 21st day of May 1965.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 65-5475; Filed, May 25, 1965;
8:46 a.m.]

DEPARTMENT OF COMMERCE

Maritime Administration

[Report No. 56]

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 May 17, 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)	1,654,345
British (77 ships)	573,043
**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
Ardnode	7,036
Ardgem	6,981
Ardmore	4,664
Ardpatrick	7,054
Ardrowan	7,300
Ardstroed	7,025
Ardtrars	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
Avisfaith	7,868
Baxtergate	8,813
Cbeung 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
Heika	2,111
Hemisphere	8,718
Ho Fung	7,121
Inchstaffa	5,255
**Ivy Fair (now Cosmo Trader—British flag)	7,201
**Jeb Lee (trip to Cuba under ex-name, Garthdale—British flag).	
Kinross	5,388

**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	
**Kirriemoor (now Jhelum—Pakistani flag)	5,923
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
Oceantramp	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 Amber	10,421
Sea Coral	10,421
Sea Empress	10,074
Shienfoon	7,127
Shun Fung	7,148
Soclyve	7,291
**Southgate (previous trips to Cuba under ex-name, Arlington Court—British flag)	9,662
Stanwear	8,108
Suva Breeze	4,970
Swift River	7,251
Thames Breeze	7,878
**Timios Stavros (now Maltese flag—Previous trips to Cuba under Greek flag).	
Venice	8,611
Vercharmian	7,265
Vermont	7,381
West Breeze	8,718
Yungfutary	5,388
Yunglutaton	5,414
Zela M.	7,237
Lebanese (60 ships)	401,184
Agia Sophia	3,106
Aloios II	7,256
Ais Giannis	6,997
Akamas	7,285
Al Amin	7,186
Alaska	6,969
Anthas	7,044
Antonia	6,259
Ares	4,557
Areti	7,176
Aristefe	6,995
Astr	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, Kalliofi D. Semos—Lebanese flag).	
Free Trader	7,067
Giannia	5,270
Giorgos Tsakiroglou	7,240
Granikos	7,282
Ilena	5,925
Ioannis Aspiotis	7,297
**Kalliofi D. Lemos (now E. Myrtidiotissa—Lebanese flag).	5,103
Katerina	9,357

FLAG OF REGISTRY, NAME OF SHIP—Continued

	Gross tonnage
Lebanese—Continued	
Leftric	7,176
Malou	7,145
Mantric	7,255
Maria Despina	7,254
Maria Renee	7,203
Marichristina	7,124
Marymark	4,383
Mersinidi	6,782
Mimcsa	7,314
Mousse	6,984
Nictric	7,296
Noelle	7,251
Noemi	7,070
Olga	7,199
Panagos	7,133
Parmarina	6,721
**Razani (broken up)	7,253
Reneka	7,260
Rio	7,194
St. Anthony	5,349
St. Nicolas	7,165
San George	7,267
San John	5,172
San Spyridon	7,260
Stevio	7,066
Taxiarhis	7,349
Tertric	7,045
Theodoros Lemos	7,198
Theologos	6,529
Toula	4,561
Troyan	7,243
Vassilki	7,192
Vastric	6,453
Vergolivada	6,339
Yanxilas	10,061
Greek (36 ships)	259,391
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
Athanasios K.	7,216
Barbarino	7,084
Kalliofi 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).	
Irena	7,232
Istros II	7,275
Kapetan Kostis	5,032
Kyra Hariklia	6,888
Kyramartha (previous trips to Cuba under ex-name, Capetan Petros—Greek flag).	
Maria Theresa	7,245
Marigo	7,147
Maroudio	7,369
Mastro-Stelios II	7,282
**Nicolao F. (previous trip to Cuba under ex-name, Nicolao Frangistas—Greek flag).	
**Nicolao Frangistas (now Nicolao F.—Greek flag)	7,199
**Pamit (now Christos—Lebanese flag)	3,929
Pantanassa	7,131
Paxoi	7,144
**Penelope (now Andromachi—Greek flag).	

FLAG OF REGISTRY, NAME OF SHIP—Continued

	Gross tonnage
Greek—Continued	
**Plate Trader (trip to Cuba under ex-name, Stylianos N. Vlassopoulos—Greek flag).	
**Presvia (broken up)	10,820
Redestos	5,911
**Seirios (broken up)	7,239
Sophia	7,030
**Stylianos N. Vlassopoulos (now Plate Trader—Greek flag)	7,244
**Timios Stavros (formerly British flag—now Maltese flag).	
Tina	7,362
Western Trader	9,268

Polish (16 ships)

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 Slemianowice	7,165
Kopalnia Wujek	7,033
Plast	3,184
Transportowlec	10,880

Italian (13 ships)

Achille	6,950
Agostino Bertani	8,380
Andrea Costa (Tanker)	10,440
Aspromonte	7,154
Giuseppe Giulletti (Tanker)	17,519
Mariasusanna	2,479
Montron	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

Yugoslav (8 ships)

Bar	7,233
Cavtat	7,266
Cetinje	7,300
Dugi Otok	6,997
Kolasin	7,217
Mojkovac	7,125
Promina	6,960
**Trebljanjica (wrecked)	7,145

French (6 ships)

Circe	2,874
Enee	1,232
Poulays	3,739
Mungo	4,820
Nelee	2,874
Neve	852

Moroccan (5 ships)

Atlas	10,392
Banora	3,082
Marrakech	3,214
Mauritanie	10,392
Toubkal	8,748

Finnish (4 ships)

Augusta Paulin	7,096
**Hermla (trip to Cuba under ex-name Amfred—Swedish flag).	

**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
Finnish—Continued	
Margrethe Paulin	7,251
Ragni Paulin	6,823
Valny (Tanker)	11,691
Maltese (4 ships)	26,497

**Amalla (previous trips to Cuba under British flag)	7,304
Ispahan	7,156
**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

Swedish (2 ships)

**Amfred (now Hermla—Finnish flag)	2,828
Dagmar	6,490

Netherlands (2 ships)

Melke	500
Tempo	499

Norwegian (2 ships)

Ole Bratt	5,252
**Tine (now Jezreel—Panamanian flag)	4,750

Cypriot (2 ships)

Adelphos Petrakis	7,170
*Artemida	7,247

Haitian:

**Free Navigator (trips to Cuba under ex-name Newdene—British flag).	
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Nationalist Chinese:

**Chen Chang (trip to Cuba under ex-name, Somalia—Italian flag).	
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Panamanian:

**Jezreel (trip to Cuba under ex-name, Tine—Norwegian flag).	
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Pakistani:

**Jhelum (trip to Cuba under ex-name, Kirriemoor—British flag).	
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*Added to Report No. 55, appearing in the FEDERAL REGISTER issue of May 12, 1965.

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):	
Canuk Trader (now Eliza—Liberian flag)	7,151
Swedish (1 ship):	
Atlantic Friend (now Atlantic Venture—Liberian flag)	7,815
Kuwaiti (1 ship):	
Maha	1,392
b. Previous reports:	Number of ships
Flag of registry (total)	79

British	33
Danish	1
Finnish	1
French	1
German (West)	1
Greek	24
Israeli	1
Italian	5
Japanese	1
Lebanese	1
Norwegian	4
Spanish	6

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 May 17, 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	12	5	1	347
Lebanese	64	79	3	4	5	8	2	4	4		173
Creek	99	25	1	1				1	2	2	133
Italian	19	15	3	2	3	2	3	2			65
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						17
Swedish	3	2		1							6
Finnish	1	3	1						1		4
Netherlands		1	1								4
Maltese				2					1		2
Israeli					1	1					5
Kuwaiti		2								1	2
Cypriot		1							1		1
Danish	1										1
Germany (West)	1										1
Japanese	1										1
Sub total	370	324	26	19	25	24	12	24	16	4	844
Polish	18	12	1	1	2	2	1	1	1		39
Grand total	388	336	27	20	27	26	13	25	17	4	883

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.

Dated: May 20, 1965.

By order of the Deputy Maritime Administrator.

JAMES S. DAWSON, Jr.,
Secretary.

[F.R. Doc. 65-5495; Filed, May 25, 1965;
8:49 a.m.]

Bureau of International Commerce

[File No. 24(65)-4 etc.]

JOSEPH LEWO ET AL.

Order Temporarily Denying Export Privileges

In the matter of Joseph Lewo, also known as Joseph Jeuda Levos, Joseph Levo, and Joseph Liebow, 1400 Pine Avenue West, Montreal, Quebec, Canada, respondent; J. L. International, Ltd. (formerly called Jaymor Enterprises, Inc.), and Canex, Ltd., 1400 Pine Avenue West, Montreal, Quebec, Canada, related parties; File 24(65)-4 et al.

The Director, Investigations Division, Office of Export Control, Bureau of International Commerce, U.S. Department of Commerce, pursuant to the provisions of § 382.11 of the Export Regulations (title 15, chapter III, subchapter B, Code of Federal Regulations), has applied to the Compliance Commissioner for an order temporarily denying all export privileges to the above-named respondent. It was requested that the order remain in effect for a period of 60 days, pending continued investigation into the facts and transactions giving rise to the application and the commencement of such proceedings as may be deemed proper under the law against said respondent.

The Compliance Commissioner has reviewed the application and the evidence presented in support thereof and has submitted his report, together with his recommendation that the application be granted and that a temporary denial order be issued for 60 days.

The evidence and recommendation of the Compliance Commissioner have been considered. On the evidence presented, there is reasonable basis to believe that the respondent Joseph Lewo, also known as Joseph Jeuda Levos, Joseph Levo, and Joseph Liebow, is a resident of Montreal, Quebec, Canada; that he has been participating with Pierre Emile Marie Contresty in transactions involving U.S.-origin commodities; that said Contresty has been denied U.S. export privileges (29 F.R. 505, January 21, 1964); that said respondent has been participating in transactions involving U.S.-origin commodities with knowledge that violations of the Export Control Regulations are intended to occur; that said respondent is conspiring with or acting in concert with said Contresty to bring about and do acts which constitute violations of the U.S. Export Regulations; and that the purpose of the said respondent is to participate in reexportations, transshipments, and diversions of U.S.-origin commodities to Cuba in violation of the U.S. Export Regulations. Further, there is reasonable basis to believe that said

respondent will continue such conduct in controvension of the Export Control Act and Regulations unless U.S. export privileges are temporarily denied. I find that an order denying export privileges to the respondent is reasonably necessary for the protection of the public interest and national security.

The evidence presented shows that the respondent is a responsible official in and has an important part in directing and controlling the activities and operations of the firms known as J. L. International, Ltd. (formerly called Jaymor Enterprises, Inc.) and Canex, Ltd., both of which are located at 1400 Pine Avenue West, Montreal, Quebec, Canada. There is reasonable basis to believe that to prevent evasion of this order it is necessary that it be made applicable to said firms. Accordingly, a determination is hereby made that within the purview of § 382.1(b) of the Export Regulations the said firms are related parties to said respondent. All of the prohibitions and restrictions of this order are applicable to said firms as though each was named as a respondent herein.

It is hereby ordered:

I. All outstanding validated export licenses in which respondent appears or participates in any manner or capacity are hereby revoked and shall be returned forthwith to the Bureau of International Commerce for cancellation.

II. The respondent, his successors or assigns, partners, representatives, agents, and employees hereby are denied all privileges of participating, directly or indirectly, in any manner or capacity, in any transaction involving commodities or technical data exported from the United States in whole or in part, or to be exported, or which are otherwise subject to the Export Regulations. Without limitation of the generality of the foregoing, participation prohibited in any such transaction, either in the United States or abroad, shall include participation, directly or indirectly, in any manner or capacity: (a) As a party or as a representative of a party to any validated export license application; (b) in the preparation or filing of any export license application or reexportation authorization, or any document to be submitted therewith; (c) in the obtaining or using of any validated or general export license or other export control document; (d) in the carrying on of negotiations with respect to, or in the receiving, ordering, buying, selling, delivering, storing, using, or disposing of any commodities or technical data in whole or in part exported or to be exported from the United States; and (e) in the financing, forwarding, transporting, or other servicing of such commodities or technical data.

III. Such denial of export privileges shall extend not only to the respondent, but also to his agents and employees and to any successor and to any person, firm, corporation, or business organization with which he now or hereafter may be related by affiliation, ownership, control, position of responsibility, or other connection in the conduct of trade or services connected therewith.

IV. This order shall take effect forthwith and shall remain in effect for a period of 60 days from the date hereof, unless it is hereafter extended, amended, modified, or vacated in accordance with the provisions of the U.S. Export Regulations.

V. No person, firm, corporation, partnership, or other business organization, whether in the United States or elsewhere, without prior disclosure to and specific authorization from the Bureau of International Commerce, shall do any of the following acts, directly or indirectly, or carry on negotiations with respect thereto, in any manner or capacity, on behalf of or in any association with the respondent or any related party, or whereby the respondent or related party may obtain any benefit therefrom or have any interest or participation therein, directly or indirectly: (a) Apply for, obtain, transfer, or use any license, Shipper's Export Declaration, bill of lading, or other export control document relating to any exportation, reexportation, transshipment, or diversion of any commodity or technical data exported or to be exported from the United States, by, to, or for any such respondent or related party denied export privileges; or (b) order, buy, receive, use, sell, deliver, store, dispose of, forward, transport, finance, or otherwise service or participate in any exportation, reexportation, transshipment, or diversion of any commodity or technical data exported or to be exported from the United States.

VI. A copy of this order shall be served upon the respondent.

VII. In accordance with the provisions of § 382.11(c) of the Export Regulations, the respondent or any related party may move at any time to vacate or modify this temporary denial order by filing an appropriate motion therefor, supported by evidence, with the Compliance Commissioner and may request an oral hearing thereon which, if requested, shall be held before the Compliance Commissioner in Washington, D.C., at the earliest convenient date.

This order shall become effective forthwith.

Dated: May 20, 1965.

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

[F.R. Doc. 65-5464; Filed, May 25, 1965;
8:45 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[Wyoming 0310161]

WYOMING

Notice of Termination of Proposed Withdrawal and Reservation of Lands

MAY 19, 1965.

Notice of an application Serial No. Wyoming 0310161, for withdrawal and

reservation of lands was published as Federal Register Document No. 64-6815 on page 9402 of the issue for July 9, 1964. The applicant agency has canceled its application insofar as it involved the lands described below. Therefore, pursuant to the regulations contained in 43 CFR Part 2311, such lands will be at 10 a.m. on June 23, 1965, relieved of the segregative effect of the above-mentioned application.

The lands involved in this notice of termination are:

SIXTH PRINCIPAL MERIDIAN, WYOMING

T. 46 N., R. 64 W.,
Sec. 23, NW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$.

The area described contains 10.0 acres.

ED PIERSON,
State Director.

[F.R. Doc. 65-5471; Filed, May 25, 1965;
8:45 a.m.]

CIVIL SERVICE COMMISSION

OCEANOGRAPHY SERIES

Minimum Educational Requirements

In accordance with section 5 of the Veterans' Preference Act of 1944, as amended, the Civil Service Commission has decided that previously approved minimum educational requirements for positions in the Oceanography Series, GS-1360, should be superseded by revised requirements. Identification of the superseded requirements, the revised requirements, the duties of the positions, and the reasons for the Commission's decision that these requirements are necessary are set forth below.

THE OCEANOGRAPHY SERIES, GS-1360 (ALL POSITIONS)

Superseded requirements. The following material supersedes that previously published in 29 F.R. 12407, August 28, 1964.

Minimum educational requirements. Candidates for these positions must have successfully completed A or B below:

A. A full 4-year course of study in an accredited college or university leading to a bachelor's degree with major study of at least 24 semester hours in oceanography or a related discipline such as physics, meteorology, geophysics, mathematics, chemistry, engineering, geology, or biology plus 20 semester hours in any combination of oceanography, physics, geophysics, chemistry, mathematics, meteorology, and engineering sciences.

B. Major study at least 24 semester hours in oceanography, or a related discipline such as physics, meteorology, geophysics, mathematics, chemistry, engineering, geology, or biology plus 20 semester hours in any combination of oceanography, physics, geophysics, chemistry, mathematics, meteorology, and engineering sciences, combined with additional education and/or pertinent work experience in the field of oceanography

totaling 4 years of education and experience. This combination of education and experience must have provided the candidate with professional knowledge and ability comparable to that required under paragraph A.

In either A or B above: Candidates who qualify on the basis of major study in biology or geology must show at least 6 semester hours in the major directly concerned with marine science, or in oceanography; candidates who qualify on the basis of other physical sciences or engineering, must show differential and integral calculus and at least 6 semester hours in physics.

Candidates for research positions must meet the requirements prescribed in paragraph A.

Duties. Oceanographers plan and conduct scientific surveys, and examine selected ocean data at sea or on land; they collect, analyze, evaluate, coordinate, and interpret information derived both scientifically and empirically from the ocean and its surroundings. Some oceanographers plan, organize, conduct and administer basic and applied research in laboratories at sea and on land. In general, these scientists are concerned with research on and studies of tides, sea ice, currents, waves and other ocean events in terms of their temperatures, densities, circulation, motion, sound propagation, transparency, and similar characteristics. They are also concerned with the interaction and relationships between the ocean bottom, sea and atmosphere, including animal or plant life in the ocean, as these affect the particular ocean phenomena under study.

Reasons for establishing requirements. The duties of these positions cannot be performed successfully without formalized training either in oceanography or in a combination of the basic physical sciences which provide fundamental scientific knowledges applicable or adaptable to exploring, examining and understanding ocean phenomena. Oceanographers at the minimum must have a thorough knowledge of basic scientific methods and procedures which may be adapted to oceanographic work. Appointees must have the ability to apply their professional and scientific knowledge to their work in order to solve specific problems, interpret and apply the results of research (both in oceanography and in the applicable basic sciences), or do oceanographic research. These knowledges can be acquired only through the successful completion of a directed course of study in an accredited college or university which has scientific libraries, well equipped laboratories, and thoroughly trained instructors who can evaluate the progress of the professional and scientific training competently.

UNITED STATES CIVIL SERVICE COMMISSION.

[SEAL] MARY V. WENZEL,
Executive Assistant to
the Commissioners.

[F.R. Doc. 65-5493; Filed, May 25, 1965;
8:48 a.m.]

FEDERAL POWER COMMISSION

[Docket No. RI65-612, etc.]

CLEARY PETROLEUM, INC., ET AL.

Order Providing for Hearing on and
Suspension of Proposed Changes in
Rates; Effective Subject to Refund¹

MAY 18, 1965.

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

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

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the lawfulness of the proposed changes, and that the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders:

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

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act: *Provided, however,* That the supplements to the rate schedules filed by Respondents, as set forth herein, shall become effective subject to refund on the date and in the manner herein prescribed if within 20 days from the date of the issuance of this order Respondents shall each execute and file under its above-designated docket number with the Secretary of the Commission its agreement and undertaking to comply with the refunding and reporting procedure required by the Natural Gas Act and § 154-102 of the regulations thereunder, accompanied by a certificate showing service of copies thereof upon all purchasers under the rate schedule involved. Unless Respondents are advised to the contrary within 15 days after the filing of their respective agreements and undertakings, such agreements and undertakings shall be deemed to have been accepted.

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

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before July 7, 1965.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

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

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in Docket Nos.
									Rate in effect	Proposed increased rate	
RI61-612	Cleary Petroleum, Inc. (Operator), et al., 310 Kernac Bldg., Oklahoma City, Okla., 73102.	1	2	Cities Service Gas Co. (Knowles Gas Area, Beaver County, Okla.) (Panhandle Area).	\$4,350	5-3-65	* 6-3-65	6-4-65	** 16.0	*** 17.0	
				do	9,480	5-3-65	* 6-3-65	* 6-4-65	** 16.0	*** 17.0	
RI65-613	Coastal States Gas Producing Co., Post Office Box 521, Corpus Christi, Tex.	48	1	Frankline Gas Co. (Hayes Field Area, Calcasieu and Jefferson Davis Parishes, La.) (South Louisiana).	7,042	4-20-65	* 5-27-65	* 5-28-65	** 15.38306	** 16.40055	

- ¹ The stated effective date is the effective date requested by Respondent.
- ² The suspension period is limited to 1 day.
- ³ Periodic rate increase.
- ⁴ Pressure base is 14.65 p.s.i.g.
- ⁵ Includes 1.0 cent per Mcf paid by buyer to seller for gathering, dehydrating and delivering gas.
- ⁶ Subject to a downward B.L.U. adjustment.
- ⁷ Includes 3.0 cents per Mcf paid by buyer to seller for gathering, dehydrating and delivering gas.
- ⁸ The stated effective date is the 1st day after expiration of the required statutory notice.
- ⁹ Pressure base is 15.025 p.s.i.g.
- ¹⁰ Initial rate.

Coastal States Gas Producing Co. (Coastal States) requests that its proposed rate increase be permitted to become effective as of May 1, 1965. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit an earlier effective date for Coastal States' rate filing and such request is denied.

The contracts related to the rate filings proposed by Cleary Petroleum, Inc. (Operator), et al. (Cleary), and Coastal States were executed subsequent to September 28, 1960, the date of issuance of the Commission's Statement of General Policy No. 61-1, as amended, and the proposed increased rates are above the applicable ceiling for increased rates but do not exceed the applicable ceiling price for initial rates in the area involved. Under the circumstances, we believe that Cleary and Coastal States' rate filings should each be suspended for one day from the date shown in the effective date column of the attached Appendix A.

[P.R. Doc. 65-5467; Filed, May 25, 1965; 8:45 a.m.]

[Docket No. RI65-611]

CONTINENTAL OIL CO. ET AL.

Order Providing for Hearing on and Suspension of Proposed Change in Rate; Effective Subject To Refund

MAY 18, 1965.

Respondent named herein has filed a proposed change in rate and charge of

a currently effective rate schedule for the sale of natural gas under Commission jurisdiction, as set forth in Appendix A below.

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

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon a hearing regarding the lawfulness of the proposed change, and that the supplement herein be suspended and its use be deferred as ordered below.

The Commission orders:

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

(B) Pending hearing and decision thereon, the rate supplement herein is suspended and its use deferred until date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act: *Provided, however,* That the supplement to the rate schedule filed by Respondent shall become effective subject to refund on the date and in the manner

herein prescribed if within 20 days from the date of the issuance of this order Respondent shall execute and file under its above-designated docket number with the Secretary of the Commission its agreement and undertaking to comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder, accompanied by a certificate showing service of a copy thereof upon the purchaser under the rate schedule involved. Unless Respondent is advised to the contrary within 15 days after the filing of its agreement and undertaking, such agreement and undertaking shall be deemed to have been accepted.

(C) Until otherwise ordered by the Commission, neither the suspended supplement, nor the rate schedule sought to be altered, shall be changed until disposition of this proceeding or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before July 7, 1965.

By the Commission.

[SEAL] JOSEPH H. GUTRIE,
Secretary.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until	Cents per Mcf		Rate in effect subject to refund in docket Nos.
									Rate in effect	Proposed increased rate	
RI65-611	Continental Oil Co. (Operator), et al., Post Office Box 2197, Houston, Tex., 77001, Attn: Mr. Fred T. O'Leary.	125	17	Texas Eastern Transmission Corp. (Helen Gohlke Field, Victoria County, Tex.) (R.R. District No. 2).	\$750	4-22-65	* 5-23-65	5-24-65	* 14.8733	*** 15.6233	RI63-313.

- ¹ Includes letter from buyer requesting seller to maintain delivery pressure of 1,200 p.s.i.g.
- ² The stated effective date is the 1st day after expiration of the the required statutory notice.
- ³ Increase due to service charge for maintaining delivery pressure at 1,200 p.s.i.g.
- ⁴ Pressure base is 14.65 p.s.i.g.
- ⁵ Includes 0.5 cent per Mcf dehydration allowance paid by buyer.

The proposed increased rate filed by Continental Oil Co. (Operator), et al., exceeds the applicable area price level for increased rates in Texas Railroad District No. 2 as set forth in the Commission's Statement of General Policy No. 61-1, as amended (18 CFR, Ch. I, Pt. 2, § 2.56).

[P.R. Doc. 65-5468; Filed, May 25, 1965; 8:45 a.m.]

[Docket No. RI65-614, etc.]

HANLEY CO. ET AL.

Order Providing for Hearings on and Suspension of Proposed Changes in Rates¹

MAY 18, 1965.

The Respondents named herein have filed proposed increased rates and charges of currently effective rate schedules for sales of natural gas under Com-

mission jurisdiction, as set forth in Appendix A below.

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

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the lawfulness of the proposed changes, and that the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders:

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

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

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

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before July 7, 1965.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until	Cents per Mcf		Rate in effect subject to refund in docket No.
									Rate in effect	Proposed increased rate	
RI65-614...	Hanley Co. (Operator), et al., 400 Davis Bldg., Dallas, Tex., 75202. Attn.: Mr. E. R. Barry.	36	3	El Paso Natural Gas Co. (Spraberry Field, Reagan, Glasscock, Midland, and Upton Counties, Tex.) (R.R. Districts Nos. 7-c and 8) (Permian Basin Area).	\$736	4-26-65	5-27-65	10-27-65	10.0	** 16.216	
			4								
RI65-615...	Peake Petroleum Co., Post Office Box 521, Corpus Christi, Tex., 78403. Attn.: Mr. Clinton B. Fawcett.	1	12	Consolidated Gas Supply Corp. (Boone, Raleigh, and Wyoming Counties, W. Va.).	525	4-23-65	5-24-65	10-24-65	26.97	** 27.08	RI65-94.
	Peake Petroleum Co.	2	9	Consolidated Gas Supply Corp. (Newberry Lands, Wyoming, and Logan Counties, W. Va.).	649	4-23-65	5-24-65	10-24-65	26.97	** 27.08	RI65-94.
RI65-616...	A. L. Rhodes (Operator), et al., 107, Petroleum Bldg., Abilene, Tex.	2	3	El Paso Natural Gas Co. (Noelke Field, Crockett County, Tex.) (R.R. District No. 7-c) (Permian Basin Area).	1,578	4-26-65	5-27-65	10-27-65	14.5	** 15.5	
RI65-617...	Smith Development Co., et al., Post Office Box 2949, Amarillo, Tex.	1	3	Phillips Petroleum Co. (Hugoton Field, Sherman County, Tex.) (R.R. District No. 10).	2,796	4-26-65	5-27-65	10-27-65	** 12.0	** 13.0	
	Smith Development Co., et al.	2	8	do	6,142	4-26-65	5-27-65	10-27-65	12.0	** 13.0	
RI65-618...	Graham-Michaels Drilling Co. (Operator), et al., 211 North Broadway, Wichita, Kans.	32	6	Panhandle Eastern Pipe Line Co. (Forgan South Pool, Beaver County, Okla.) (Panhandle Area).	780	5-3-65	6-3-65	11-3-65	16.0	** 17.0	
	Graham-Michaels Drilling Co. (Operator), et al.	22	1	Panhandle Eastern Pipe Line Co. (Hansford Field, Hansford County, Tex.) (R.R. District No. 10).	3,025	5-3-65	6-3-65	11-3-65	16.0	** 17.0	
	do	23	9	Northern Natural Gas Co. (North Perryton and Hansford Upper Morrow Fields, Ochiltree and Hansford Counties, Tex.) (R.R. District No. 10).	2,500	5-3-65	6-3-65	11-3-65	** 16.5	** 17.5	
	do	25	5	Panhandle Eastern Pipe Line Co. (Carthage Field, Texas County, Okla.) (Panhandle Area).	350	5-3-65	6-3-65	11-3-65	15.0	** 16.0	
RI65-619...	Graham-Michaels Drilling Co.	46	6	Northern Natural Gas Co. (McKinney Field, Clark County, Kans.).	74	5-3-65	6-3-65	11-3-65	** 14.0	** 15.0	RI61-310.
RI65-620...	Petroleum, Inc., (Operator), et al., 352 North Broadway, Wichita, Kans.	19	2	Colorado Interstate Gas Co. (Hugoton Field, Haskell County, Kans.).	860	5-3-65	6-3-65	11-3-65	** 12.5	** 13.5	G-20605.
RI65-621...	Continental Oil Co. (Operator), et al., Post Office Box 2197 Houston, Tex., 77001.	187	12	South Texas Natural Gas Gathering Co. (El Benadito Field, Starr County, Tex.) (R.R. District No. 4).	2,480	4-26-65	5-27-65	10-27-65	** 14.5	** 15.5	

See footnotes at end of table.

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

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in docket Nos.
									Rate in effect	Proposed increased rate	
RI65-622	Tenneco Oil Co., ¹ (Operator), et al., Post Office Box 18, Houston, Tex., 77001.	173	11	Tennessee Gas Transmission Co. (South Berona Field, Starr County, Tex.) (R.R. District No. 4).	\$411	4-26-65	* 5-27-65	10-27-65	14.6	** 15.6	

¹ Amendment agreement. Amends the periodic pricing schedule, revises tax reimbursement clause, and establishes Jan. 1, 1960, as the termination date of contract term.
² The stated effective date is the effective date requested by Respondent.
³ Renegotiated rate increase.
⁴ Pressure base is 14.65 p.s.i.a.
⁵ Redetermined rate increase.
⁶ Pressure base is 15.325 p.s.i.a.
⁷ The stated effective date is the 1st day after expiration of the required statutory notice.
⁸ Periodic rate increase.
⁹ Sweet gas rate (subject to a deduction of 0.4466 cent per Mcf for sour gas).
¹⁰ Subject to a downward B.T.U. adjustment.
¹¹ Includes compression agreement with Coastal States Gas Producing Co., dated Aug. 29, 1963, providing for a 5.0 cents per Mcf compression charge by Coastal for compressing subject gas.
¹² Initial rate.
¹³ Includes 5.0 cents per Mcf compression charge paid by Continental to Coastal.
¹⁴ Tenneco Oil Co. is a wholly owned subsidiary of Tennessee Gas Transmission Co., the buyer.

A. L. Rhodes (Operator), et al., request that their proposed rate increase be permitted to become effective as of August 1, 1964, the contractually provided effective date; Tenneco Oil Co. (Operator), et al., request an effective date of April 1, 1965, and Graham-Michaels Drilling Co. (Operator), et al., request effective dates of May 1, 1964, for Supplement Nos. 6 and 2 to their FPC Gas Rate Schedules Nos. 17 and 22, respectively; November 1, 1963, for Supplement No. 1 to their FPC Gas Rate Schedule No. 22; June 1, 1964, for Supplement No. 9 to their FPC Gas Rate Schedule No. 23; and December 1, 1963, for Supplement No. 5 to their FPC Gas Rate Schedule No. 25. The Graham-Michaels Drilling Co. requests an effective date of January 1, 1964, for Supplement No. 8 to its FPC Gas Rate Schedule No. 46. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit an earlier effective date for the aforementioned producers' rate filings and such requests are denied.

All of the proposed increased rates and charges exceed the applicable area price levels for increased rates as set forth in the Commission's Statement of General Policy No. 61-1, as amended (18 CFR, Ch. I, Part 2, 12.56).

[F.R. Doc. 65-5469; Filed, May 25, 1965; 8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[811-700]

AMERICAN AUTOMATION DEVELOPMENT FUND, INC.

Notice of Proposal To Terminate Registration

MAY 20, 1965.

Notice is hereby given that the Securities and Exchange Commission ("Commission") on its own motion proposes to declare by order, pursuant to section 8(f) of the Investment Company Act of 1940 ("Act"), that American Automation Development Fund, Inc. ("American Automation"), 2330 South Pierce Street, Arlington, Va., has ceased to be an investment company.

American Automation registered under section 8(a) of the Act as an open-

end diversified management company by filing a notification of registration on November 28, 1955. American Automation has not filed a registration statement on Form N-8B-1 pursuant to the provisions of, and as required by, section 8(b) of the Act.

By letter to the Commission dated July 12, 1963, one of the three promoters of American Automation stated that the company did not sell any of its securities to the public and never owned any securities issued by other persons or any other assets. The State Department of Assessments and Taxation of Maryland has advised the Commission that American Automation's charter was annulled as of October 30, 1959 for failure to file reports and/or pay taxes.

Section 8(f) of the Act provides, in pertinent part, that when the Commission, on its own motion, finds that a registered investment company has ceased to be an investment company, it shall so declare by order, and that upon the taking effect of such order, the registration of such company shall cease to be in effect.

Notice is further given that any interested person may, not later than June 8, 1965, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request, and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon American Automation Development Fund, Inc., at the address set forth above. Proof of such service (by affidavit or in case of an attorney-at-law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the matter may be issued by the Commission upon the basis of

information stated in this notice, unless an order for hearing upon this matter shall be issued upon request or upon the Commission's own motion.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBOIS, Secretary.

[F.R. Doc. 65-5465; Filed, May 25, 1965; 8:45 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

MAY 21, 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. 39787—*Joint motor-rail rates—Eastern Central*. Filed by the Eastern Central Motor Carriers Association, Inc., agent (No. 333), for interested carriers. Rates on commodities moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in middle Atlantic and New England territories, on the one hand, and points in Central States, middlewest and southwestern territories, on the other.

Grounds for relief—Motor-truck competition.

Tariff—25th revised page 47-A to Eastern Central Motor Carriers Association, Inc., agent, tariff MF-I.C.C. A-230.

FSA No. 39788—*Joint motor-rail rates—Eastern Central*. Filed by the Eastern Central Motor Carriers Association, Inc., agent (No. 334), for interested carriers. Rates on commodities moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in middle Atlantic and New England territories, on the one

hand, and points in Central States, midwest and southwestern territories, on the other.

Grounds for relief—Motor-truck competition.

Tariff—25th revised page 47-A to Eastern Central Motor Carriers Association, Inc., agent, tariff MF-I.C.C. A-230.

FSA No. 39789—*Joint motor-rail rates—Eastern Central*. Filed by the Eastern Central Motor Carriers Association, Inc., agent (No. 335), for interested carriers. Rates on commodities moving on class rates over joint routes of applicant rail and motor carriers, between points in Central States territory, on the one hand, and points in middle Atlantic and New England territories, on the other.

Grounds for relief—Motor-truck competition.

Tariff—16th revised page 118-A to Eastern Central Motor Carriers Association, Inc., agent, tariff MF-I.C.C. A-230.

FSA No. 39790—*Joint motor-rail rates—Eastern Central*. Filed by the Eastern Central Motor Carriers Association, Inc., agent (No. 336), for interested carriers. Rates on commodities moving on class rates over joint routes of applicant rail and motor carriers, between points in Central States territory, on the one hand, and points in middle Atlantic and New England territories, on the other.

Grounds for relief—Motor-truck competition.

Tariff—16th revised page 118-A to Eastern Central Motor Carriers Association, Inc., agent, tariff MF-I.C.C. A-230.

FSA No. 39791—*Joint motor-rail rates—Eastern Central*. Filed by the Eastern Central Motor Carriers Association, Inc., agent (No. 337), for interested carriers. Rates on commodities moving on class rates over joint routes of applicant rail and motor carriers, between points in Central States territory, on the one hand, and points in middle Atlantic and New England territories, on the other.

Grounds for relief—Motor-truck competition.

Tariff—16th revised page 118-A to Eastern Central Motor Carriers Association, Inc., agent, tariff MF-I.C.C. A-230.

FSA No. 39792—*Joint motor-rail rates—Eastern Central*. Filed by the Eastern Central Motor Carriers Association, Inc., agent (No. 338), for interested carriers. Rates on commodities moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in middle Atlantic and New England territories, on the one hand, and points in midwest and southwestern territories, on the other.

Grounds for relief—Motor-truck competition.

Tariff—22d revised page 211 to Eastern Central Motor Carriers Association, Inc., agent, tariff MF-I.C.C. A-230.

FSA No. 39793—*Joint motor-rail rates—Eastern Central*. Filed by the Eastern Central Motor Carriers Association, Inc., agent (No. 339), for interested carriers. Rates on commodities moving on class and commodity rates over joint routes of applicant rail and motor carriers,

between points in middle Atlantic and New England territories, on the one hand, and points in midwest and southwestern territories, on the other.

Grounds for relief—Motor-truck competition.

Tariff—22d revised page 211 to Eastern Central Motor Carriers Association, Inc., agent, tariff MF-I.C.C. A-230.

FSA No. 39794—*Joint Motor-rail rates—Eastern Central*. Filed by the Eastern Central Motor Carriers Association, Inc., agent (No. 340), for interested carriers. Rates on commodities moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in middle Atlantic and New England territories, on the one hand, and points in midwest and southwestern territories, on the other.

Grounds for relief—Motor-truck competition.

Tariff—14th revised page 281 to Eastern Central Motor Carriers Association, Inc., agent, tariff MF-I.C.C. A-230.

FSA No. 39795—*Joint motor-rail rates—Eastern Central*. Filed by the Eastern Central Motor Carriers Association, Inc., agent (No. 341), for interested carriers. Rates on commodities moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in Central States territory, on the one hand, and points in middle Atlantic and New England territories, on the other.

Grounds for relief—Motor-truck competition.

Tariff—26th revised page 69 to Eastern Central Motor Carriers Association, Inc., agent, tariff MF-I.C.C. A-230.

FSA No. 39796—*Soda ash to Bradenton, Fla.* Filed by O. W. South, Jr., agent (No. A4690), for interested rail carriers. Rates on soda ash, in bulk in covered hopper cars, in carloads, from Saltville, Va., to Bradenton, Fla.

Grounds for relief—Market competition.

Tariff—Supplement 6 to Southern Freight Association, agent, tariff I.C.C. S-207.

By the Commission.

[SEAL] BERTHA F. ARMES,
Acting Secretary.

[P.R. Doc. 65-5479; Filed, May 25, 1965; 8:46 a.m.]

[Notice 29]

FINANCE APPLICATIONS

MAY 21, 1965.

The following publications are governed by the Interstate Commerce Commission's general requirements governing notice of filing of applications under sections 20a except (12) and 214 of the Interstate Commerce Act. The Commission's order of May 20, 1964, providing for such publication of notice, was published in the FEDERAL REGISTER issue of July 31, 1964 (29 F.R. 11126), and became effective October 1, 1964.

All hearings and prehearing conferences, if any, will be called at 9:30 a.m., U.S. standard time unless otherwise specified.

F.D. No. 23652—By application filed May 18, 1965, Northern Pacific Railway Co., Northern Pacific Building, St. Paul, Minn., 55101, seeks authority under section 20a of the Interstate Commerce Act to assume obligation and liability as guarantor of payment of principal and dividends upon not exceeding \$5,850,000 aggregate principal amount of its equipment trust of 1965 second series serial equipment trust certificates. Applicant's attorney: Earl F. Requa, vice president and general counsel, Northern Pacific Building, St. Paul, Minn. 55101. Protests must be filed no later than 15 days from date of publication in the FEDERAL REGISTER.

By the Commission.

[SEAL] BERTHA F. ARMES,
Acting Secretary.

[P.R. Doc. 65-5480; Filed, May 25, 1965; 8:46 a.m.]

[Notice 352]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

MAY 21, 1965.

The following letter-notices of proposals to operate over deviation routes for operating convenience only have been filed with the Interstate Commerce Commission, under the Commission's deviation rules revised, 1957 (49 CFR 211.1(c)(8)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1(d)(4)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 211.1(e)) at any time, but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's deviation rules revised, 1957, will be numbered consecutively for convenience in identification and protests if any should refer to such letter-notices by number.

MOTOR CARRIERS OF PROPERTY

No. MC 8600 (Deviation No. 7). WERNER TRANSPORTATION CO., 2601 32d Avenue, South, Minneapolis, Minn., 55406, filed May 3, 1965. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: Between Milwaukee, Wis., and Racine, Wis., over Wisconsin Highway 38, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: Between Milwaukee, Wis., and Racine, Wis., over Wisconsin Highway 32.

No. MC 20207 (Deviation No. 8). CONTINENTAL TRANSPORTATION LINES, INC., Graham St., McKees Rocks, Pa., 15136, filed May 10, 1965. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general com-*

modities, with certain exceptions, over a deviation route as follows: From junction U.S. Highway 224 and Interstate Highway 80S over Interstate Highway 80S to junction Interstate Highway 95, thence over Interstate Highway 95 to New York, N.Y., and return over the same route for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: (1) From Akron, Ohio over Ohio Highway 18 to Youngstown, Ohio, thence over U.S. Highway 422 to Ebsburg, Pa., thence over U.S. Highway 22 to Duncansville, Pa., thence over U.S. Highway 220 to Bedford, Pa., thence over U.S. Highway 30 via Philadelphia, Pa., to junction U.S. Highway 130, thence over U.S. Highway 130 to New Brunswick, N.J. (also from Philadelphia to New Brunswick over U.S. Highway 1), and thence over U.S. Highway 1 to New York, N.Y., and (2) over the route specified above to Duncansville, Pa., thence over U.S. Highway 22 to Newark, N.J., and thence over city streets and connecting highways to New York, N.Y., and return over the same routes.

No. MC 20227 (Deviation No. 1), ERIE-PITTSBURGH MOTOR EXPRESS, INC., 859 Progress St., Pittsburgh, Pa., 15212, filed May 10, 1965. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions over deviation routes as follows: (1) Between Pittsburgh, Pa., and Erie, Pa., over Interstate Highway 79; (2) from the Ohio-Pennsylvania State line over Interstate Highway 80 to junction Pennsylvania Highway 153, near Philipsburg, Pa., thence over Pennsylvania Highway 153 to junction U.S. Highway 322; (3) from junction U.S. Highways 19, 322, and Pennsylvania Highway 98 over Pennsylvania Highway 98 to junction U.S. Highway 20, and thence over U.S. Highway 20 to Erie, Pa.; (4) from junction U.S. Highway 19 and U.S. Highway 6N over U.S. Highway 6N east to junction Pennsylvania Highway 99, thence over Pennsylvania Highway 99 to Erie, Pa.; and (5) between junction U.S. Highway 322 and U.S. Highway 19 at Meadville, Pa., and Cleveland, Ohio, over U.S. Highway 322; and return over the same routes for operating convenience only.

The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: (1) Between Pittsburgh, Pa., and Erie, Pa., over U.S. Highway 19; (2) from Cleveland, Ohio, over U.S. Highway 422 to Warren, Ohio, thence over Ohio Highway 82 to the Ohio-Pennsylvania State line, thence over Pennsylvania Highway 62 to Oil City, Pa., thence over Pennsylvania Highway 257 to Cranberry, Pa., and thence over U.S. Highway 322 to Philipsburg, Pa.; (3) from Conneaut Lake, Pa., over Pennsylvania Highway 18 to Albion, Pa., thence over U.S. Highway 6N to Lundys Lane, Pa., thence over Pennsylvania Highway 18 to junction U.S. Highway 20, and thence over U.S. Highway 20 to Erie, Pa.; and (4) from Cleveland, Ohio, over U.S. Highway 422 to Parkman, Ohio, thence over Ohio Highway

88 to the Ohio-Pennsylvania State line, thence over Pennsylvania Highway 18 to Hartstown, Pa., thence over U.S. Highway 322 to junction Pennsylvania Highway 18, thence over Pennsylvania Highway 18 to Conneaut, Pa., and thence over U.S. Highway 6 to Meadville, Pa., and return over the same routes.

No. MC 26739 (Deviation No. 16), CROUCH BROS., INC., Transport Building, St. Joseph, Mo., 64501, filed May 12, 1965. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: from Chicago, Ill., over Interstate Highway 55 to junction Interstate Highway 270 (east of St. Louis, Mo.), thence over Interstate Highway 270 to junction Interstate Highway 70 (west of St. Louis, Mo.), and thence over Interstate Highway 70 to Kansas City, Mo., and return over the same route for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: (1) From Chicago over U.S. Highway 66 to Springfield, Ill., thence over U.S. Highway 36 to Monroe City, Mo., and thence over U.S. Highway 24 to Kansas City, Mo., and (2) from Chicago over U.S. Highway 66 to Springfield, Ill., thence over U.S. Highway 36 to Cameron, Mo., and thence over U.S. Highway 69 to Kansas City, Mo. and return over the same routes.

No. MC 26739 (Deviation No. 17), CROUCH BROS., INC., Transport Building, St. Joseph, Mo., 64501, filed May 12, 1965. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Davenport, Iowa, over Interstate Highway 80 to junction U.S. Highway 71, thence over U.S. Highway 71 to Clarinda, Iowa, and return over the same route for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: (1) From Chicago, Ill., over U.S. Highway 66 to Junction U.S. Highway 52, thence over U.S. Highway 52 to junction U.S. Highway 51, thence over U.S. Highway 51 to Mendota, Ill., thence over Illinois Highway 92 to Moline-Rock Island, Ill., thence over the Mississippi River to junction U.S. Highway 61, thence over U.S. Highway 61 to junction Iowa Highway 92, thence over Iowa Highway 92 to Washington, Iowa, thence over Iowa Highway 1 to Fairfield, Iowa, thence over U.S. Highway 34 to Ottumwa, Iowa, thence over U.S. Highway 63 to Bloomfield, Iowa, thence over Iowa Highway 2 to Bedford, Iowa, thence over Iowa Highway 148 to Iowa-Missouri State line, thence over Missouri Highway 27 to junction U.S. Highway 71, and thence over U.S. Highway 71 to Maryville, Mo., (2) from Maryville, Mo., over U.S. Highway 71 to Clarinda, Iowa, thence over Iowa Highway 2 to Shenandoah, Iowa, thence over U.S. Highway 59 to Emerson, Iowa, thence over U.S. Highway 34 to Glenwood, Iowa, and thence over U.S. Highway 275 to Omaha, Nebr., and return over the same routes.

No. MC 26739 (Deviation No. 18), CROUCH BROS., INC., Transport Building, St. Joseph, Mo., 64501, filed May 12, 1965. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From junction U.S. Highway 66 and Interstate Highway 80 (southwest of Joliet, Ill.), thence over Interstate Highway 80 to junction Illinois Highway 88, thence over Illinois Highway 88 to junction U.S. Highway 34, thence over U.S. Highway 34 to junction U.S. Highway 61, thence over U.S. Highway 61 to junction Missouri Highway 26, thence over Missouri Highway 26 to junction U.S. Highway 136, and thence over U.S. Highway 136 to Maryville, Mo., and return over the same route for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: (1) From Chicago, Ill., over U.S. Highway 66 to Springfield, Ill., thence over U.S. Highway 36 to St. Joseph, Mo., and (2) from St. Joseph, Mo., over U.S. Highway 71 to junction Missouri Highway 27, and thence over Missouri Highway 27 to Hopkins, Mo., and (3) from Chicago, Ill., over U.S. Highway 66 to junction U.S. Highway 52, thence over U.S. Highway 52 to junction U.S. Highway 51, thence over U.S. Highway 51 to Mendota, Ill., thence over Illinois Highway 92 to Moline-Rock Island, Ill., thence across the Mississippi River to junction U.S. Highway 61, thence over U.S. Highway 61 to junction Iowa Highway 92, thence over Iowa Highway 92 to Washington, Iowa, thence over Iowa Highway 1 to Fairfield, Iowa, thence over U.S. Highway 34 to Ottumwa, Iowa, thence over U.S. Highway 63 to Bloomfield, Iowa, thence over Iowa Highway 2 to Bedford, Iowa, thence over Iowa Highway 148 to the Iowa-Missouri State line, thence over Missouri Highway 27 to junction U.S. Highway 71, and thence over U.S. Highway 71 to Maryville, Mo., and return over the same routes.

No. MC 42405 (Deviation No. 3), MISTLETOE EXPRESS SERVICE, 111 Harrison, Oklahoma City, Okla. Applicant's attorney: Max G. Morgan, 443-54 American National Building, Oklahoma City 2, Okla., filed May 10, 1965. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions over a deviation route as follows: From Wellington, Kans., over U.S. Highway 160 to junction Kansas Highway 49, thence over Kansas Highway 49 to Caldwell, Kans., and return over the same route for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: Between Wichita, Kans., and Medford, Okla., over U.S. Highway 81.

No. MC 80430 (Deviation No. 6), GATEWAY TRANSPORTATION CO., INC., La Crosse, Wis., filed May 10, 1965. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions over deviation routes as follows: (1) From Rocky Arbor, Wis., over Interstate

Highways 90 and 94 to Tomah, Wis., and thence over Interstate Highway 94 to Hudson, Wis., and return over the same route; (2) between Tomah, Wis., and La Crosse, Wis., over Interstate Highway 94 and (3) between Chicago, Ill., and junction Interstate Highway 90 at Madison, Wis., over Interstate Highway 94, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: (1) From Minneapolis, Minn., over U.S. Highway 12 to junction Wisconsin Highway 172, thence over Wisconsin Highway 172 to Eau Claire, Wis., thence over U.S. Highway 53 to junction U.S. Highway 12, and thence over U.S. Highway 12 through Madison, Wis., and Richmond, Ill., to Chicago, Ill.; (2) from Richmond, Ill., over Illinois Highway 31 to McHenry, Ill., thence over Illinois Highway 120 to junction U.S. Highway 45, and thence over U.S. Highway 45 to Chicago, Ill.; (3) from Minneapolis, Minn., over city streets to St. Paul, thence over Minnesota Highway 56 to junction Minnesota Highway 55, thence over Minnesota Highway 55 to Hastings, Minn., thence over U.S. Highway 61 to La Crosse, Wis., thence over U.S. Highway 16 through West Salem, Wis., to Milwaukee, Wis., thence over Wisconsin Highway 32 (formerly Wisconsin Highway 42), to the Wisconsin-Illinois State line, thence over Illinois Highway 42 to Waukegan, Ill.

Thence over Illinois Highway 120 to junction U.S. Highway 41, and thence over U.S. Highway 41 to Chicago, Ill. (also from St. Paul over city streets to Minneapolis, Minn.), thence over U.S. Highway 65 to junction Minnesota Highway 50 (formerly U.S. Highway 65), thence over Minnesota Highway 50 to junction Minnesota Highway 3 (formerly U.S. Highway 65) at Farmington, Minn., thence over Minnesota Highway 3 to Owatonna, Minn., thence over U.S. Highway 218 to Austin, Minn., and thence over U.S. Highway 16 to La Crosse, Wis., also from West Salem over County Highway B to Bangor, Wis., thence over Wisconsin Highway 162 to junction U.S. Highway 16, and also from Waukegan over Illinois Highway 120 to junction Illinois Highway 42A, and thence over Illinois Highway 42A to Chicago, and return over the same routes.

No. MC 108859 (Deviation No. 3), CLAIRMONT TRANSFER CO., 1803 Seventh Avenue North, Escanaba, Mich., filed May 13, 1965. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: Between St. Ignace, Mich., and Sault Sainte Marie, Mich., over Interstate Highway 75, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: Between Isabella, Mich., and Sault Sainte Marie, Mich., over U.S. Highway 2.

MOTOR CARRIERS OF PASSENGERS

No. MC 1515 (Deviation No. 250) (Cancelling Deviation No. 185), GREY-

HOUND LINES, INC. (Western Division), Market and Fremont Streets, San Francisco, Calif., 94106. Applicant's attorney: W. T. Meinhold, 371 Market Street, San Francisco, Calif., 94106, filed May 3, 1965. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage and express and newspapers* in the same vehicle with passengers over deviation routes as follows: (1) Between junction unnumbered highway and Interstate Highway 5 (North Mount Shasta Interchange), and junction unnumbered highway (Castle Lake Junction), over Interstate Highway 5; (2) from junction unnumbered highway and Interstate Highway 5 (Dunsmuir), over Interstate Highway 5 to junction unnumbered highway (Castle Crags Junction); (3) between junction unnumbered highway and Interstate Highway 5 (North Cottonwood Junction), and junction unnumbered highway (South Cottonwood Junction), over Interstate Highway 5 for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property over a pertinent service route as follows: From the point where U.S. Highway 99 intersects the Oregon-California State line over U.S. Highway 99 to junction Interstate Highway 5 (Anderson), thence over Interstate Highway 5 to junction unnumbered highway (North Cottonwood Junction), thence over unnumbered highway to junction Interstate Highway 5 (South Cottonwood Junction), thence over Interstate Highway 5 to junction U.S. Highway 99 (North Red Bluff Interchange), thence over U.S. Highway 99 to Red Bluff, thence over U.S. Highway 99W to junction U.S. Highway 40 (South Woodland Junction), and return over the same route.

No. MC 1515 (Deviation No. 251), GREYHOUND LINES, INC. (Western Division) Market and Fremont Streets, San Francisco, Calif., 94106. Applicant's attorney: W. T. Meinhold, 371 Market Street, San Francisco, Calif., 94106, filed May 3, 1965. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage and express and newspapers* in the same vehicle with passengers over deviation routes as follows: (1) Between junction unnumbered highway and Interstate Highway 80N (Emigrant Springs Junction) and junction unnumbered highway (Meacham Junction) over Interstate Highway 80N and (2) between junction unnumbered highway and Interstate Highway 80N (South Baker Junction) and junction unnumbered highway (Pleasant Valley Junction) over Interstate Highway 80N for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property over a pertinent service route as follows: From Portland, Oreg., over U.S. Highway 30 to junction U.S. Highway 30N (Weiser Wye), thence over U.S. Highway 30N to the Oregon-Idaho State line, and return over the same route.

No. MC 36364 (Deviation No. 1), MISSOURI, KANSAS & OKLAHOMA

COACH LINES, Cincinnati at Fourth, Tulsa 3, Okla. Applicant's attorney: William A. Roberts, Continental Building, 1012 14th St. NW., Washington, D.C., 20005, filed May 7, 1965. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage and express and newspapers*, in the same vehicle with passengers over a deviation route as follows: Between Oklahoma City, Okla., and St. Louis, Mo., over Interstate Highway 44, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property over a pertinent service route as follows: From St. Louis, Mo., over U.S. Highway 66 to Springfield, Mo., thence over U.S. Highway 166 to Joplin, Mo., thence over U.S. Highway 66 to Tulsa, Okla., thence over U.S. Highway 64 to Keystone, Okla., thence over Oklahoma Highway 33 to Guthrie, Okla., and thence over U.S. Highway 77 to Oklahoma City, and return over the same route.

By the Commission.

[SEAL] BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65-5481; Filed, May 25, 1965;
8:46 a.m.]

[Notice 771]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

MAY 21, 1965.

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

APPLICATIONS ASSIGNED FOR ORAL HEARING AND PREHEARING CONFERENCE

MOTOR CARRIERS OF PROPERTY

No. MC 21170 (Sub-No. 72) (REPUBLICATION), filed April 2, 1965, published FEDERAL REGISTER issue April 21, 1965, and republished this issue. Applicant: BOS LINES, INC., 408 South 12th Avenue, Marshalltown, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods, prepared foods, and essence of fruits, and berries*, from points in New York on and west of a line beginning at Cape Vincent, N.Y., and extending along New York Highway 12E to Watertown, N.Y., thence along U.S. Highway 11 to the New York-Pennsylvania State line, to points in Colorado, Iowa, Missouri, Kansas, Minnesota, Nebraska, and Wisconsin, and Milan, Ill.

Note: The purpose of this republication is to show hearing information.

HEARING: June 9, 1965, at the Hotel Buffalo, Washington and Swan Streets, Buffalo, N.Y., before Examiner John B. Mealy.

No. MC 30844 (Sub-No. 177) (REPUBLICATION), filed April 21, 1965, published FEDERAL REGISTER May 13, 1965, and republished this issue. 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*, canned, prepared, or preserved (other than frozen), from points in Delaware and 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 Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, and Wisconsin.

NOTE: The purpose of this republication is to show hearing information.

HEARING: June 16, 1965, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Edith H. Cockrill.

No. MC 52465 (Sub-No. 29) (REPUBLICATION), filed April 16, 1965, published in the FEDERAL REGISTER May 5, 1965, and republished in this issue. Applicant: **RICE TRUCK LINES**, a corporation, 712 Central Ave. West, Great Falls, Mont. Applicant's attorney: Randall Swanberg, 314 Montana Bldg., Post Office Box 2567, Great Falls, Mont., 59401. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, between points in Montana, North Dakota, South Dakota, and Minnesota, on the one hand, and, on the other, the ports of entry located on the International Boundary line between the United States and Canada located in Montana, North Dakota, and Minnesota.

NOTE: The purpose of this republication is to reflect the hearing date.

HEARING: June 24, 1965, at the Yellowstone County Court House, Billings, Mont., before Examiner William J. Kane.

No. MC 75185 (Sub-No. 254), filed May 11, 1965. Applicant: **SERVICE TRUCKING CO., INC.**, Post Office Box 276, Federalsburg, Md., 21632. Applicant's attorney: James W. Lawson, 1000 16th Street NW., Washington, D.C., 20036. 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 and 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 Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, and Wisconsin.

HEARING: June 16, 1965, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Edith H. Cockrill.

No. MC 110193 (Sub-No. 93), filed May 13, 1965. Applicant: **SAFeway TRUCK LINES, INC.**, 20450 Ireland Road, South Bend, Ind. Applicant's representative: Walter J. Kobos (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes,

transporting: *Foodstuffs and essence of fruits and berries* from points in New York on and west of U.S. Highway 11 to points in Iowa, Wisconsin, Minnesota, North Dakota, South Dakota, Nebraska, Kansas, Missouri, Colorado, and Arkansas.

HEARING: June 9, 1965, at the Hotel Buffalo, Washington and Swan Streets, Buffalo, N.Y., before Examiner John B. Mealy.

No. MC 110988 (Sub-No. 128) (REPUBLICATION), filed April 15, 1965, published FEDERAL REGISTER issue of May 13, 1965, and republished in this issue. Applicant: **KAMPO TRANSIT, INC.**, 200 West Cecil Street, Neenah, Wis. Applicant's attorney: E. Stephen Heisley, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Feed and feed ingredients*, in bulk and in bags, from the plant sites of Darling & Co., located at Cedar Rapids, Iowa, and at or near Alpha, Iowa, to points in Illinois, Minnesota, Missouri, Nebraska, and Wisconsin.

NOTE: The purpose of this republication is to reflect the hearing information.

HEARING: June 25, 1965, at the Midland Hotel, 172 West Adams, Chicago, Ill., before Examiner W. Elliott Nefflen.

No. MC 106297 (Sub-No. 36) (REPUBLICATION), filed December 17, 1964, published FEDERAL REGISTER, issue of December 30, 1964, and republished in this issue after Order of Commission. Applicant: **MID-STATES TRAILER TRANSPORT, INC.**, Lansing, Ill. By application filed December 17, 1964, as amended, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of mobile homes, designed to be drawn by passenger automobiles, and equipment, furnishings, and accessories when moving as a part of and in conjunction therewith, in initial movements, from points in Adams County, Wis., and points in Logan County, Ky., to points in the United States, including Alaska, but excluding Hawaii. An Order, Operating Rights Board No. 1, dated May 10, 1965, served May 14, 1965, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of trailers designed to be drawn by passenger automobiles, in initial movements, in driveway and truckaway service, from points in Adams County, Wis., and Logan County, Ky., to points in the United States, including Alaska, but excluding Hawaii; and that because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication,

during which period any proper party in interest may file an appropriate protest or other pleading.

No. MC 125293 (Sub-No. 2) (REPUBLICATION), filed February 10, 1964, published FEDERAL REGISTER, issue of March 4, 1964, and republished after Decision and Order of Commission. Applicant: **ROBERT E. AHERN**, doing business as **INDUSTRIAL CONTRACT CARRIERS**, Seattle, Wash. A Decision and Order, Operating Rights Review Board No. 2, dated May 6, 1965, served May 12, 1965, finds, among other things, that upon compliance by applicant with certain requirements, and subject to prior republication in the FEDERAL REGISTER, an appropriate permit will be issued authorizing operation by applicant, in interstate or foreign commerce, as a contract carrier, by motor vehicle, over irregular routes: (1) Of *aluminum sulphate; sodium sulphate; soda ash; methylene chloride; copper sulphate; carbon disulphide and carbon tetrachloride mixtures; boric acid; pentachlorophenol; metasilicates; trichloroethylene; nitric; phosphoric; acetic; and hydrofluoric acids; plating and buffing compounds detergents; and filtering agents*, all moving in drums, cartons, or bags, from points in California, to points in Oregon, Washington, and Idaho, under a continuing contract with the Great Western Chemical Co., of Richmond, Calif.; (2) of *aluminum and steel sheetmetal building materials and supplies, space heaters, furnace pipe, furnace accessories, garbage cans, and pails*, from Portland, Ore., to points in Washington, Idaho, Utah, and California, under a continuing contract with General Metalcraft, Inc., of Portland, Ore. A permit authorizing such operations will be granted subject to the following conditions: (1) Applicant shall conduct separately the for-hire transportation operations authorized herein and his other business activities and shall maintain separate books and records therefor; (2) notice of the authority granted herein will be republished in the FEDERAL REGISTER, and the issuance of a permit withheld until 30 days following such publication, to give any interested person who may have been misled by the original publication an opportunity to file an appropriate pleading.

NOTICE OF FILING OF PETITIONS

No. MC 118993 (Sub-No. 7) and No. MC 118993 (Sub-No. 8). (PETITION FOR MODIFICATION AND AMENDMENT OF CERTIFICATES), filed May 10, 1965. Petitioner: **L. R. McDONALD & SONS, LTD.**, Cornwall, Ontario, Canada. Petitioner's attorney: Morton E. Kiel, 140 Cedar Street, New York, N.Y., 10006. Petitioner holds authority in No. MC 118993 (Sub-No. 7), to conduct operations, as a motor common carrier, over irregular routes, transporting as follows: *General commodities*, except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment. Between the port of entry located on the United States-Canada boundary line on the Cornwall-Massena International Bridge, on the one hand, and, on the other,

points in the town of Massena, N.Y., on the United States end or plaza of the Cornwall-Massena International Bridge and motor, rail, and air carrier terminals in the town of Massena, N.Y., restricted to traffic originating at or destined to points in Canada but excluding the transportation of such traffic destined to or originating at points in the Province of Ontario, Canada west of Ontario Highway 16, and in No. MC 118993 (Sub-No. 8) as follows: *Paper*, as described in Appendix XI to the report in *Descriptions in Motor Carrier Certificates 61 M.C.C. 209*, from Norfolk, N.Y., to the port of entry located on the United States-Canada boundary line on the Cornwall-Massena International Bridge; and *Waste paper*, and *commodities* used in the manufacture of paper, from the port of entry located on the United States-Canada boundary line on the Cornwall-Massena International Bridge, to Norfolk, N.Y., restricted to traffic originating at or destined to points in Canada (except those points in the Province of Ontario west of Ontario Highway 16.) By the instant petition, petitioner requests removal of the above referred-to restrictions. It states that it does not request authority to provide service in interstate commerce under its certificates. It seeks merely authority to transport in foreign commerce. It would have no objection to a limitation of the service authority in the referred-to certificates, solely in connection with shipments moving in foreign commerce to or from points in Canada. Any person or persons desiring to participate in this proceeding may, within 30 days from the date of this publication in the FEDERAL REGISTER, file an appropriate pleading, consisting of an original and six copies each.

PREHEARING CONFERENCE CASES

In accordance with Rule 68 of the Commission's general rules of practice, notice is hereby given to all parties interested that a prehearing conference in the proceedings described in the appendix attached hereto will be held on June 29, 1965, at 8:30 a.m. U.S. standard time (9:30 a.m. District of Columbia d.s.t.), at the Offices of the Interstate Commerce Commission, Washington, D.C. with Examiner Harold P. Boss presiding.

At the prehearing conference it is contemplated that the following matters will be discussed:

(1) The issues generally with a view to their clarification and simplification, for the purpose of proper notice and determination of jurisdictional assignments;

(a) By applicant defining with particularity the routes and off-route points and territories sought to be served herein as well as those with respect to which a removal in part or whole of existing restrictions also are sought.

(b) By applicant defining with particularity the type of service proposed over the routes applied for herein, or those where restrictions are to be eliminated in whole or in part, or any combination thereof.

(2) The possibility and desirability of agreeing upon special procedure to expedite and control the handling of this

application including the submission of the supporting and opposing shipper testimony by verified statements;

(3) The time and place or places of such hearing or hearings as may be agreed upon;

(4) The number of witnesses to be presented and the time required for such presentation by both applicant and protestants;

(5) The practicability of both applicant and the opposing carriers submitting in written form their direct testimony with respect to:

(a) Their present operating authority, (b) Their corporate organizations if any, ownership and control,

(c) Their fiscal data, (d) Their equipment, terminals, and other facilities;

(6) The practicability and desirability of all parties exchanging exhibits covering the immediately above-listed matters in advance of any hearing; and

(7) Any other matters by which the hearing can be expedited or simplified or the Commission's handling thereof aided.

These applications and the authority sought MC 66562 (Sub-No. 1943) through MC 66562 (Sub-No. 1948) are as follows:

No. MC 66562 (Sub-No. 1943), filed March 27, 1963. Applicant: RAILWAY EXPRESS AGENCY, INCORPORATED, 219 East 42d Street, New York 17, N.Y. Applicant's attorney: William Q. Keenan (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, moving in express service, between West Elizabeth, Pa. and Uniontown, Pa.; from West Elizabeth over Pennsylvania Highway 51 to Uniontown, and return over the same route, serving no intermediate points, but serving the off-route point of Charleroi, Pa. Restrictions: (A) The service to be performed by applicant shall be limited to that which is auxiliary to or supplemental of express service of the Railway Express Agency. (B) Shipments transported by applicant shall be limited to those moving on through bills of lading or express receipts. (C) The authority granted herein, to the extent it authorizes the transportation of dangerous explosives, shall be limited, in point of time, to a period expiring 5 years from the date of the certificate. (D) Such further specific conditions as the Commission, in the future, may find necessary to impose in order to restrict applicant's operations to a service which is auxiliary to or supplemental of express service of the Railway Express Agency.

Note: Applicant states that the service proposed above will be an extension of and operated in connection with applicant's existing motor operations authorized in Certificate No. MC 66562 Sub 12, that applicant proposes to transfer shipments between the route proposed above and the existing route under applicant's Sub 12 Certificate, and that applicant requests that any restrictions in its Sub 12 Certificate be modified to the extent necessary, if any, to permit the service proposed.

No. MC 66562 (Sub-No. 1945), filed April 10, 1963. Applicant: RAILWAY EXPRESS AGENCY, INCORPORATED, 219 East 42d Street, New York 17, N.Y. Applicant's attorney: William H. Marx

(same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, moving in express service, (1) between Charleston, W. Va., and Parkersburg, W. Va.: (a) From Charleston over West Virginia Highway 14 to junction West Virginia Highway 4, thence over West Virginia Highway 4 to junction West Virginia Highway 36, thence over West Virginia Highway 36 to Spencer, W. Va., thence over West Virginia Highway 14 to junction U.S. Highway 21, thence over U.S. Highway 21 to Parkersburg, and return over the same route, serving the intermediate points in Clendenin and Spencer, W. Va., and the off-route point of Clay, W. Va., (b) from Charleston over West Virginia Highway 14 to junction U.S. Highway 21, thence over U.S. Highway 21 to Parkersburg, and return over the same route, serving the off-route point of Spencer, W. Va., (c) from Charleston over Interstate Highway 77 to Ripley, W. Va., thence over U.S. Highway 21 to Parkersburg, and return over the same route, serving the intermediate point of Ripley, W. Va., (d) from Charleston over U.S. Highway 21 to junction West Virginia Highway 56, thence over West Virginia Highway 56 to junction West Virginia Highway 2, thence over West Virginia Highway 2 to Parkersburg, and return over the same route, serving the intermediate points of Ravenswood and Ripley, W. Va.; (2) between Quinwood, W. Va., and Cowen, W. Va.: (a) From Quinwood over West Virginia Highway 20 to Cowen, and return over the same route, serving the off-route points of Allingdale and Richwood, W. Va., (b) from Quinwood over West Virginia Highway 20 to junction West Virginia Highway 39, thence over West Virginia Highway 39 to junction U.S. Highway 19, thence over U.S. Highway 19 to junction West Virginia Highway 41, thence over West Virginia Highway 41 to junction West Virginia Highway 20, thence over West Virginia Highway 20 to Cowen, and return over the same route, serving no intermediate points; (3) between Huntington, W. Va., and Parkersburg, W. Va.: (a) From Huntington, over U.S. Highway 52 to junction Ohio Highway 7.

Thence over Ohio Highway 7 to junction U.S. Highway 50, thence over U.S. Highway 50 to Parkersburg, and return over the same route, serving the intermediate points of Gallipolis and Pomeroy, Ohio, (b) from Huntington over West Virginia Highway 2 to junction West Virginia Highway 62, thence over West Virginia Highway 62 to junction U.S. Highway 33, thence over U.S. Highway 33 to Pomeroy, Ohio, thence return over U.S. Highway 33 to junction West Virginia Highway 2, thence over West Virginia Highway 2 to Parkersburg, and return over the same route, serving the intermediate points of New Haven and Ravenswood, W. Va., and Pomeroy, Ohio, (4) between Weston, W. Va., and Charleston, W. Va.: (a) From Weston over U.S. Highway 119 to junction West Virginia Highway 5, thence over West Virginia Highway 5 to junction West Virginia Highway 4, thence over West Virginia Highway 4 to junction West Vir-

Virginia Highway 14, thence over West Virginia Highway 14 to Charleston, and return over the same route, serving the intermediate points of Clendenin, Gassaway, Sutton, Heaters, Burnsville and Glenville, W. Va., and the off-route point of Clay, W. Va.; (b) from Weston over U.S. Highway 19 to junction West Virginia Highway 4, thence over West Virginia Highway 14 to junction West Virginia Highway 14 to Charleston, and return over the same route, serving Heaters, Sutton, Gassaway and Clendenin, W. Va., and the junction of U.S. Highway 19 and West Virginia Highway 4 as intermediate points, and Clay, W. Va., as an off-route point. (5) between Weston, W. Va., and Norton, W. Va.: from Weston over U.S. Highway 19 to junction West Virginia Highway 4, thence over West Virginia Highway 4 to Norton, and return over the same route, serving Backhannon, W. Va., and the junction of U.S. Highway 19 and West Virginia Highway 4 as intermediate points, and Frenchton, W. Va., as an off-route point.

NOTE: Applicant states the proposed service will be an extension of and operated in connection with its existing authorized motor operations in MC 65562 Sub 12, 83, 154, 258, 529, 604, 908, 921, 953, 955, 1344, 1345, 1383, 1435, 1523, 1527, 1803, and 1812. Applicant proposes to transfer shipments between the operations proposed herein and the existing operations under said certificates. Applicant respectfully requests that the restrictions in said existing certificates be modified to the extent necessary, if any, to permit operation in the manner proposed.

No. MC 66562 (Sub-No. 1948), filed April 19, 1963. Applicant: RAILWAY EXPRESS AGENCY, INCORPORATED, 219 East 42d Street, New York 17, N.Y. Applicant's attorney: William H. Marx (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, moving in express service, between Roanoke, Va., and Waynesboro, Va.; from Roanoke over U.S. Highway 11 to junction U.S. Highway 340, and thence over U.S. Highway 340 to Waynesboro, and return over the same route, serving the intermediate and off-route points of Cloverdale, Troutville, Buchanan, Lexington, Hollins, Natural Bridge, Glasgow, Buena Vista, Vesuvius, Stuarts Draft, and Lynchburg, Va.

NOTE: Applicant states the proposed route will be an extension of and operated in connection with its existing authorized routes in MC 65562 Subs 1412, 1435, 1814, and 1918 and the existing authorized route of applicant's subsidiary, Railway Express Agency, Inc., of Virginia in MC 1650. Applicant requests that the restrictions in said existing certificates be modified to the extent necessary, if any, to permit operation in the manner proposed.

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

No. MC 2228 (Sub-No. 44) (REPUBLICATION), filed July 13, 1964, published FEDERAL REGISTER, issue of August 5, 1964, and republished this issue. Ap-

plicant: MERCHANTS FAST MOTOR LINES, INC., Abilene, Tex. This application is directly related to MC-F-8813. At the hearing it developed that in listing the 193 routes (as published in the August 5, 1964, issue of the FEDERAL REGISTER), applicant had omitted from the application one route. The route was included in MC-F-8813. The omitted route was a 280-mile segment of U.S. Highway 80 between Odessa and El Paso, Tex., serving all intermediate points. This route is applicant's only link between the primary interline point of El Paso on the west and the remainder of its extensive network of routes throughout Texas. A report and order, served May 17, 1965, recommended by G. E. Jessup, Hearing Examiner, in MC-F-8813, which report also embraces No. MC 2228 (Sub-No. 44), calls for publication of the above-route in the FEDERAL REGISTER to afford proper parties an opportunity to petition, within 30 days from the date of such publication, for further hearing or other appropriate relief.

No. MC 35628 (Sub-No. 263), filed May 13, 1965. Applicant: INTERSTATE MOTOR FREIGHT SYSTEM, a corporation, 134 Grandville SW, Grand Rapids, Mich. Applicant's attorney: Leonard D. Verdier, Jr., Michigan Trust Building, Grand Rapids, Mich., 49502. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except Classes A and B explosives, household goods as defined by the Commission, and commodities in bulk), from East St. Louis, Ill., over U.S. Highway 66 to junction U.S. Highway 50, thence over U.S. Highway 50 to Sedalia, Mo., thence over U.S. Highway 65 to junction Missouri Highway 52, thence over Missouri Highway 52 to Windsor, Mo., serving the intermediate points of St. Louis and Sedalia, Mo., and those off-route points located in that part of Henry County, Mo., north of Missouri Highway 7 and east of Missouri Highway 13.

NOTE: Applicant asks that this application be treated as a matter directly related to the section-5 transaction presented in No. MC-F-8265; Interstate Motor Freight System—Purchase—Eaton Truck Line, Inc. This application was denied by decision and order of November 16, 1964, effective February 11, 1965. A suit to set aside the order of November 16, 1964, has been filed, Civil Action 5047, U.S. District Court, Western District of Michigan, and a petition is pending with the Commission seeking to reopen the proceeding in No. MC-F-8265 for further hearing.

No. MC 84212 (Sub-No. 28) filed May 12, 1965. Applicant: DORN'S TRANSPORTATION, INC., Railroad Avenue, Extension, Albany, N.Y. Applicant's attorney: Harris J. Klein, 280 Broadway, New York 7, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), between points in Massachusetts.

NOTE: This is a matter directly related to MC-F-9120, published in FEDERAL REGISTER, issue of May 19, 1965.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carriers of property or passengers under sections 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto. (49 CFR 1.240.)

MOTOR CARRIERS OF PROPERTY

No. MC-F-9090 (D. J. McNICHOL CO.—PURCHASE—FRANCES McNICHOL), published in the April 28, 1965, issue of the FEDERAL REGISTER on page 5920. Application filed May 14, 1965, for temporary authority under section 210a(b).

No. MC-F-9121. Authority sought for control by BRINK'S EXPRESS COMPANY OF CANADA, LIMITED, 1000 Ottawa Street, Post Office Box 587, Montreal, Quebec Province, Canada, of DIRECT WINTERS TRANSPORT, LIMITED, 235 Queen's Quay West, Toronto, Ontario Province, Canada, and for acquisition by BRINK'S INCORPORATED, 234 East 24th Street, Chicago, Ill., 60616, and THE PITTSBURY COMPANY, 250 Park Avenue, New York, N.Y., 10017, of control of DIRECT WINTERS TRANSPORT, LIMITED, through the acquisition by BRINK'S EXPRESS COMPANY OF CANADA, LIMITED. Applicants' attorneys: Edward K. Wheeler, 704 Southern Building, Washington, D.C., 20005, and F. D. Partlan, c/o Brink's, Inc., 234 East 24th Street, Chicago, Ill., 60616. Operating rights sought to be controlled: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier*, over regular routes, between Niagara Falls, N.Y., and the port of entry on the United States-Canada boundary line located on the new Lewiston-Queenston Bridge at Lewiston, N.Y., serving no intermediate points; *general commodities*, excepting, among others, commodities in bulk, but not excepting household goods, between the boundary of the United States and Canada at Niagara Falls (Lower Arch Bridge), N.Y., and Balasdel, and Akron, N.Y., serving all intermediate points; *fresh fruit*, from Holley, N.Y., to the boundary of the United States and Canada at Niagara Falls (Lower Arch Bridge), N.Y., serving intermediate and off-route points within 25 miles of Holley for pickup only; *general commodities*, excepting, among others, household goods and commodities in bulk, over irregular routes, between the boundary of the United States and Canada at Detroit, Mich., on the one hand, and, on the other, Detroit, Mich., between Wellsley Island, Jefferson County, N.Y., and the port of entry on the United States-Canada boundary line at or near the Thousand Island International Bridge, Jefferson County, N.Y. RESTRICTION: The operations authorized herein shall be restricted to traffic originating at or destined to points in Canada; between Detroit, Mich., on the one hand, and, on the other, points in Michigan within 8 miles of Detroit, between

the site of the Kelsey Hayes Co. plant located at the intersection of the North Line Road and Huron River Drive, Romulus Township, Wayne County, Mich., on the one hand, and, on the other, the United States-Canada boundary line at Detroit, Mich. BRINK'S EXPRESS COMPANY OF CANADA, LIMITED, is authorized to operate as a contract carrier in the State of New York. Application has not been filed for temporary authority under section 210a(b).

NOTE: Docket No. P.D. 23648 was filed concurrently.

No. MC-F-9122. Authority sought for purchase by HIRAM LEIGH, doing business as SANDERS & LEIGH, U.S. Highway 127 By-Pass, Liberty, Ky., of a portion of the operating rights of McDUFFEE MOTOR FREIGHT, INC., 332 Hood Avenue, Lebanon, Ky. Applicants' attorney: Fred F. Bradley, 202 Court Square Building, 213 St. Clair Street, Frankfort, Ky. Operating rights sought to be transferred: *General commodities*, excepting among others, household goods and commodities in bulk, as a *common carrier*, over regular routes, between the Green-Adair County, Ky., line and Columbia, Ky., serving all intermediate points and off-route points within 3 miles of the specified route, except that no freight may be transported from or to Louisville, Ky., proper, or the Louisville, Ky., gateway, between Columbia, Ky., and Wolf Creek Dam, Ky., between the Casey-Russell County, Ky., line and Wolf Creek Dam, Ky., serving no intermediate points, between the Casey-Russell County, Ky., line and Wolf Creek Dam, Ky., serving intermediate and off-route points on or within 5 miles of U.S. Highway 127 (formerly Kentucky Highway 35), between the Casey-Russell County, Ky., line and Wolf Creek Dam, one alternate route for operating convenience only; *general commodities*, with exceptions as specified above, (other than alcohol distilled spirits, neutral spirits, and alcoholic liquors), between Springfield, Ky., and Danville, Ky., and all intermediate points, and the off-route points within 3 miles of the specified route, between Brumfield, Ky., and Danville, Ky., and all intermediate points, between junction U.S. Highway 68 and Kentucky Highway 243, and Harrodsburg, Ky., and all intermediate points, and the off-route points within 3 miles of the specified route. RESTRICTION: No service to be rendered at Danville, Harrodsburg, or Perryville, Ky., on the above routes except as otherwise authorized, and except for the purpose of joinder only with carrier's other routes; between Columbia, Ky., and Russell Springs, Ky., and all intermediate points, and the off-route points within 3 miles of the specified route; one alternate route for operating convenience only. Vendee is authorized to operate as a *common carrier* in Kentucky. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-9124. Authority sought for purchase by ALBERT LIVEK, doing business as LIVEK'S TRUCKING SERVICE, 808 Harrison Street, Kewanee, Ill., of the operating rights of JEANETTE M.

NORQUIST, doing business as AAA Truck Lines, 321 East Central Boulevard, Kewanee, Ill. Applicants' attorney: Mack Stephenson, 42 Fox Mill Lane, Springfield, Ill. Operating rights sought to be transferred: Under Docket No. MC-99628 Sub-1, seeking a certificate of registration, covering the transportation of property, as a *common carrier*, in intrastate commerce, within the State of Illinois. Vendee is authorized to operate as a *common carrier* in Iowa, Wisconsin, Indiana, Missouri, Nebraska, Illinois, Alabama, Delaware, Florida, Georgia, Kentucky, Maryland, Michigan, Mississippi, North Carolina, New Jersey, New York, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, West Virginia, and the District of Columbia. Application has been filed for temporary authority under section 210a(b).

NOTE: Docket No. MC-110923 Sub-2 is a matter directly related.

No. MC-F-9126. Authority sought for purchase by W. R. RIVERS, 1427 Bell Glade, Jackson, Miss., of a portion of the operating rights of AZALEA MOTOR LINES, INC., 835 Dumaine Street, Mobile, Ala. Applicants' attorney: Dudley W. Conner, Conner Building, Hattiesburg, Miss. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier*, over regular routes, between Leakesville, Miss., and Mobile, Ala., serving the intermediate points of Lucedale, Miss., and those between Lucedale, Miss., and Mobile, Ala., between Mobile, Ala., and Lucedale, Miss., serving all intermediate points. Vendee holds no authority from this Commission. Application has not been filed for temporary authority under section 210a(b).

NOTE: Applicants propose the above transaction in lieu of the condition, in the report and order, by the Commission, Division 3, in Docket No. MC-F-8834, granted December 8, 1964, that duplicating rights to be cancelled concurrently with consummation of the transaction.

No. MC-F-9127. Authority sought for control by MATLACK, INC., 10 West Baltimore Avenue, Lansdowne, Pa., 19050, of SOUTHERN BULK HAULERS, INC., Post Office Box 278, Harleyville, S.C., and for acquisition by MATLACK CORPORATION, and in turn by DUVERNEY B. MATLACK, EDWIN L. MATLACK, E. BROOKE MATLACK, JR., and ROBERT W. MATLACK, all of Lansdowne, Pa., of control of SOUTHERN BULK HAULERS, INC., through the acquisition by MATLACK, INC. Applicants' attorneys: Beverley S. Simms, 910 17th Street NW, Washington, D.C., and Frank A. Graham, Jr., 707 Security Federal Building, Columbia, S.C. Operating rights sought to be controlled: *Cement*, as a *common carrier*, over irregular routes, from the plant site of the Giant Portland Cement Co. at Harleyville (Dorchester County), S.C., to points in Georgia and North Carolina. RESTRICTION: The authority granted herein shall be subject to the right of the Commission, which is hereby expressly reserved, to impose such terms, conditions or limitations in the future as it may find necessary in order to insure

that carrier's operations shall conform to the provisions of section 210 of the act; between points in Georgia, between points in North Carolina. RESTRICTION: The operations authorized herein are restricted to shipments having an immediately prior movement by rail from Dorchester County, S.C. MATLACK, INC. is authorized to operate as a *common carrier* in Maryland, Delaware, Pennsylvania, Virginia, New Jersey, New York, Ohio, West Virginia, North Carolina, Georgia, South Carolina, Indiana, Alabama, Missouri, Tennessee, Minnesota, Arkansas, Michigan, Illinois, Wisconsin, Kansas, Kentucky, Maine, Colorado, New Hampshire, Vermont, Connecticut, Massachusetts, Rhode Island, Florida, Louisiana, Mississippi, Iowa, Nebraska, Oklahoma, Texas, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

NOTE: See also MC-F-9018 (CALHOUN LEMON — CONTROL — COOPER MOTOR LINES, INC. ET AL.), published in the February 10, 1965, issue of the FEDERAL REGISTER on page 1903.

No. MC-F-9128. Authority sought for purchase by JOSEPH T. BRAUN, doing business as BLUE COMET EXPRESS, 1901 Torresdale Avenue, Philadelphia, Pa., of the operating rights and property of DAILY SERVICE, INC., c/o Wall Cartage, Paul and Torresdale Avenue, Philadelphia, Pa. Applicants' attorney and representative: John R. Manoney, 26 Broadway, New York, N.Y., and Arthur Lorch, 202 North Broad Street, Philadelphia, Pa. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier* over irregular routes between Philadelphia, Pa., on the one hand, and, on the other, points in Montgomery and Bucks Counties, Pa.; *general commodities*, excepting, among others, commodities in bulk, but not excepting household goods, between Yonkers, N.Y., on the one hand, and, on the other, points in that part of Connecticut, south of a line extending from New Haven, Conn., in a northwesterly direction through Ansonia, Sandy Hook, and Brookfield, Conn., to the Connecticut-New York State line, points in that part of New York south of U.S. Highway 202 and west of New York Highway 112, extending between Patchogue and Port Jefferson, L.I., N.Y., including points on the indicated portions of the highways specified. Vendee is authorized to operate as a *common carrier* in Pennsylvania, New York, New Jersey, Maryland, Delaware, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-9129. Authority sought for control by HAROLD ROLPH CORPORATION, 7100 East Broadway, Spokane, Wash., of ADAMS TRANSPORT, INC., East 12205 Empire Avenue, Spokane, Wash., and for acquisition by H. E. ROLPH, South 3023 Jefferson, Spokane, Wash., MAX GRAY, East 8523 Dalton, Spokane, Wash., and GEORGE R. MILLER, 11318 East 19th, Spokane, Wash., of control of ADAMS TRANSPORT, INC., through the acquisition by

HAROLD ROLPH CORPORATION. Applicants' attorney: Jack R. Davis, 1100 IBM Building, Seattle, Wash. Operating rights sought to be controlled: *Cement*, in bulk, as a *common carrier*, over irregular routes, from Spokane, Wash., to Moscow, Idaho, from Irvin, Wash., to Pendleton, and Umatilla, Oreg., and Missoula, Hamilton, and Kalispell, Mont.; *cement*, in bulk and in containers, from Irvin, Wash., to points in Kootenai, Bonner, Boundary, Benewah, Latah, Nez Perce, Shoshone, Lewis, Clearwater, and Idaho Counties, Idaho; *cement*, from Spokane and Irvin, Wash., to points in Flathead, Granite, Lake, Lincoln, Mineral, Missoula, Ravalli, and Sanders Counties, Mont.; between points in that part of Washington on and east of U.S. Highway 97. **RESTRICTION:** The authority granted herein is restricted to shipments having a prior movement by rail; *sand, gravel, and crushed rock* (except crushed lime rock), in bulk from Irvin, Wash., to points in Idaho north of the Southern boundary of Idaho County, and points in Montana in and west of Flathead, Missoula, Granite, and Ravalli Counties; *vermiculite*, in bulk, from Libby, Mont., to Spokane, Wash.; *concrete mix, mortar mix, and sand and cement mix*, in bags, from Spokane, Wash., to points in Idaho north of the southern boundary of Idaho County, points in that part of Montana in and west of Carbon, Yellowstone, Musselshell, Fergus, Chouteau, and Hill Counties, and points in Umatilla, Wallowa, Union, Morrow, Gilliam, Sherman, and Wasco Counties, Oreg.; and *concrete products*, reinforced or plain, from Spokane, Wash., to points in that part of Idaho north of the southern boundary of Idaho County, points in that part of Montana in and west of Flathead, Missoula, Granite, and Ravalli Counties, and points in Wallowa, Umatilla, and Union Counties, Oreg., from Coeur d'Alene, Idaho, to points in Washington east of the Cascade Mountains, points in that part of Montana in and west of Flathead, Missoula, Granite, and Ravalli Counties, and points in Wallowa, Umatilla, and Union Counties, Oreg. **HAROLD ROLPH CORPORATION** holds no authority from this Commission. However, it is affiliated with **B-LINE TRANSPORT CO., INC.**, East 7100 Broadway Avenue, Spokane, Wash., which is authorized to operate as a *common carrier* in Washington, Montana, Idaho, and Oregon. Application has been filed for temporary authority under section 210a(b).

MOTOR CARRIERS OF PASSENGERS

No. MC-F-9123. Authority sought for merger into **VALLEY TRANSIT COMPANY, INC.**, 219 North A Street, Harlingen, Tex., of the operating rights and property of **ORANGE BALL BUS CO., INC.**, 219 North A Street, Harlingen, Tex. Applicants' attorney and representative: Warren Woods, 1111 E Street NW., Washington 4, D.C., and Robert G. Farris, Post Office Box 1870, Harlingen, Tex. Operating rights sought to be merged: Passengers and their baggage, and express and newspapers in the same vehicle with passengers, as a *common*

carrier, over regular routes, between McAllen, Tex., and the United States-Mexico boundary line, between Mission, Tex., and the junction of Texas Farm-To-Market Roads 1016 and 1926, between the junction of Texas Farm-To-Market Road 1016 and unnumbered county road, located approximately 2 miles northwest of Granjeno, Tex., and the junction of Texas Farm-To-Market Roads 494 and 1016, located approximately 2 miles northeast of Granjeno, Tex., between the junction of unnumbered county roads, located approximately 1 mile northwest of Granjeno, Tex., and the port of entry on the United States-Mexico boundary line located at Anzalduas Dam, between McAllen, Tex., and the United States-Mexico boundary line, at the International Bridge, between McAllen, Tex., and junction U.S. Highway 281 and Texas Highway 336, located about 1 mile east of Hidalgo, Tex., between the Ports of Entry on the United States-Mexico boundary line located at or near Los Ebanos, Tex., and Mission, Tex., serving all intermediate points. **VALLEY TRANSIT COMPANY, INC.**, holds no authority from this Commission. However, its controlling stockholders own all of the stock in **PAN AMERICAN MOTOR COACHES**, 219 North A Street, Harlingen, Tex., which is authorized to operate as a *common carrier* in Texas; and as a *contract carrier* in Arkansas, Colorado, Georgia, Illinois, Iowa, Indiana, Kentucky, Kansas, Michigan, Minnesota, Missouri, New Mexico, Ohio, Tennessee, Texas, and Wisconsin. Application has not been filed for temporary authority under Section 210a(b).

NOTE: **VALLEY TRANSIT COMPANY, INC.**, controls **ORANGE BALL BUS CO., INC.**, pursuant to authority granted March 23, 1964, in Docket No. MC-F-8616.

By the Commission.

[SEAL] **BERTHA F. ARMES,**
Acting Secretary.
[F.R. Doc. 65-5482; Filed, May 25, 1965;
8:46 a.m.]

[Notice 773]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

MAY 21, 1965.

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

APPLICATIONS ASSIGNED FOR ORAL HEARING

MOTOR CARRIERS OF PROPERTY

The applications immediately following are assigned for hearing at the time and place designated in the notice of filing as here published in each proceeding. All of the proceedings are subject to the Special Rules of Procedure for Hearing outlined below:

Special rules of procedure for hearing. (1) All of the testimony to be adduced by applicant's company witnesses shall be in the form of written statements which shall be submitted at

the hearing at the time and place indicated.

(2) All of the written statements by applicant's company witnesses shall be offered in evidence at the hearing in the same manner as any other type of evidence. The witnesses submitting the written statements shall be made available at the hearing for cross-examination, if such becomes necessary.

(3) The written statements by applicant's company witnesses, if received in evidence, will be accepted as exhibits. To the extent the written statements refer to attached documents such as copies of operating authority, etc., they should be referred to in written statement as numbered appendices thereto.

(4) The admissibility of the evidence contained in the written statements and the appendices thereto, will be at the time of offer, subject to the same rules as if the evidence were produced in the usual manner.

(5) Supplemental testimony by a witness to correct errors or to supply inadvertent omissions in his written statement is permissible.

No. MC 84511 (Sub-No. 23), filed May 17, 1965. Applicant: **COMMERCIAL FREIGHT LINES, INC.**, 1700 West 9th Street, Kansas City, Mo. Applicant's attorney: John E. Jandera, 641 Harrison Street, Topeka, Kans., 66603. 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), from Garden City, Kans., and points within five (5) miles thereof, to points in Illinois, Iowa, Missouri, Nebraska, Wisconsin, Indiana, and Michigan.

NOTE: Common control may be involved.

HEARING: June 21, 1965, at the Pickwick Motor Inn, McGee and 10th Streets, Kansas City, Mo., before Examiner Francis A. Welch.

No. MC 117954 (Sub-No. 16), filed May 17, 1965. Applicant: **H. L. HERRIN, JR.**, Post Office Box 456, Metairie, La. Applicant's attorney: Albert A. Andrin, 105 West Adams Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts, dairy products, and articles distributed by meat packinghouses and such commodities* as are used by meatpackers in the conduct of their business, when destined to and for use by meatpackers, as described in sections A, B, C, and D, of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk, in tank vehicles), from Garden City, Kans., and points within ten (10) miles thereof, to points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, Missouri, Oklahoma, Tennessee, and Texas.

HEARING: June 21, 1965, at the Pickwick Motor Inn, McGee and 10th Streets, Kansas City, Mo., before Examiner Francis A. Welch.

No. MC 118159 (Sub-No. 20), filed May 17, 1965. Applicant: EVERETT LOWRANCE, Post Office Box 10216, New Orleans, La. Applicant's attorney: Albert A. Andrin, 105 West Adams Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat by-products, dairy products, and articles distributed by meat packinghouses, and such commodities, as are used by meat-packers in the conduct of their business, when destined to and for use by meat-packers, as described in sections A, B, C, and D, of appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766 (except hides and commodities in bulk, in tank vehicles), from Garden City, Kans., and points within ten (10) miles thereof, to points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, Missouri, Oklahoma, Tennessee, and Texas.*

HEARING: June 21, 1965, at the Pickwick Motor Inn, McGee and 10th Streets, Kansas City, Mo., before Examiner Francis A. Welch.

No. MC 127204, filed April 26, 1965. Applicant: KINDSVATER, INC., Fort Dodge Road, Dodge City, Kans. Applicant's attorney: Arthur L. Claussen, 303 New England Building, Topeka, Kans. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts, dairy products, and articles distributed by meat packinghouses, as described 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, from points within fifteen (15) miles of Garden City, Kans., to points in Arizona, Nevada, and California.*

HEARING: June 21, 1965, at the Pickwick Motor Inn, McGee and 10th Streets, Kansas City, Mo., before Examiner Francis A. Welch.

By the Commission.

[SEAL] BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65-5483; Filed, May 25, 1965; 8:46 a.m.]

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

MAY 21, 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. 7906-CCT, filed April 15, 1965. Applicant: MARTIN ANDERSEN, doing business as, SENTINEL-STAR EXPRESS, 64 East Concord Street, Orlando, Fla. Applicant's attorney: George T. Eidson, Jr., 506 First National Bank Building, Orlando, Fla. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *Light express consisting of newspapers and packages.* (1) From, to, and between all points and places along the following route: Orlando to Lakeland, to Lake Wales, to Waverly, to Dundee, to Lake Hamilton, to Winter Haven, to Auburndale, to Lake Alfred, to Haines City, to Davenport, to Intercession City, to Kissimmee, to Orlando. Using Interstate Highway No. 4 to Lakeland, U.S. Highway No. 98 and State Highway No. 60 to Lake Wales, U.S. Highway No. 27 and Alternate No. 27 to Waverly, Dundee and Lake Hamilton, State Highways No. 540 and 542 to Winter Haven, State Highway No. 544 to Auburndale, U.S. Highway No. 92 to Lake Alfred, U.S. Highways No. 17 and 92 to Haines City, to Davenport, to Intercession City, to Kissimmee, and U.S. Highways No. 17, 92 and 441 to Orlando. Using State Highway No. 544, Interstate Highway No. 4, and county roads as alternate routes for convenience. (2) From, to, and between all points and places along the following route: Orlando to Kissimmee, to St. Cloud, to Intercession City, to Davenport, to Haines City, to Winter Haven, to Lake Wales, to Lake Hamilton, to Dundee, to Waverly, to Haines City, to Orlando. Using U.S. Highways No. 17, 92, and 441 to Kissimmee, U.S. Highways No. 192 and 441 to St. Cloud, U.S. Highways 192 and 441 to Kissimmee, U.S. Highways No. 17 and 92 to Intercession City, to Davenport, to Haines City, U.S. Highway No. 27 and State Highway No. 544 to Winter Haven, State Highway No. 542 and U.S. Highway No. 27 to Lake Wales, U.S. Alternate Highway No. 27 to Waverly, to Dundee, to Lake Hamilton, to Haines City, U.S. Highway No. 27 and Interstate Highway No. 4 to Orlando.

Using county roads as alternate routes for convenience. (3) From, to, and between all points and places along the following route: Orlando to Haines City, to Lake Hamilton, to Winter Haven, to Lakeland, to Lake Wales, to Haines City, to Orlando. Using Interstate Highway No. 4 and U.S. Highway No. 27 to Haines City and Lake Hamilton, State Highway No. 542 to Winter Haven, State Highway No. 544 and U.S. Highway No. 92 to Lakeland, U.S. Highway No. 98 and State Highway No. 60 to Lake Wales, U.S. Highway No. 27 to Haines City, U.S. Highway No. 27 and Interstate Highway No. 4 to Orlando. Using county roads as alternate routes for convenience. (4) From, to, and between all points and places along the following route: Orlando to Apopka, to Ocoee, to Winter Garden, to Orlando. Using U.S. High-

way No. 441 to Apopka, State Highway No. 437 to Ocoee, to Winter Garden, State Highway No. 50 to Orlando. Using county roads as alternate routes for convenience. (5) From, to, and between all points and places along the following route: Orlando to Winter Garden, to Minneola, to Clermont, to Groveland, to Mascotte, to Okahumpka, to Leesburg, to Howey-in-the-Hills, to Clermont, to Orlando. Using State Highway No. 50 to Winter Garden, State Highway No. 50 to intersection of U.S. Highway No. 27, U.S. Highway No. 27 to Minneola, State Highway No. 561 to Clermont, State Highway No. 50 to Groveland, to Mascotte, State Highway No. 33 to Okahumpka, State Highway No. 48 and U.S. Highway No. 27 to Leesburg, U.S. Highway No. 27 and State Highways No. 48 and 19 to Howey-in-the-Hills, State Highway No. 19 and U.S. Highway No. 27 to Clermont, State Highway No. 50 to Orlando. Using county roads and Sunshine Parkway as alternate routes for convenience.

(6) From, to, and between all points and places along the following route: Orlando to Winter Garden, to Minneola, to Leesburg, to Wildwood, to Leesburg, to Apopka, to Orlando. Using State Highway No. 50 to Winter Garden, State Highway No. 50, and U.S. Highway No. 27 to Minneola, U.S. Highway No. 27 to Leesburg, State Highway No. 44 to Wildwood, State Highway No. 44 to Leesburg, U.S. Highway No. 441 to Apopka and Orlando. Using county roads and Sunshine Parkway as alternate routes for convenience. (7) From, to, and between all points and places along the following route: Orlando to Winter Garden, to Apopka, to Plymouth, to Orlando. Using State Highway No. 50 to Winter Garden, State Highway No. 437 to Apopka, U.S. Highway No. 441 to Plymouth, U.S. Highway No. 441 to Apopka and Orlando. Using county roads as alternate routes for convenience. (8) From, to, and between all points and places along the following route: Orlando to Apopka, to Plymouth, to Zellwood, to Mt. Dora, to Tavares, to Eustis, to Leesburg, to Howey-in-the-Hills, to Tavares, to Mt. Dora, to Zellwood, to Plymouth, to Apopka, to Orlando. Using U.S. Highway No. 441 to Apopka, Plymouth, Zellwood, Mt. Dora, and Tavares, State Highway No. 19 to Eustis, State Highway No. 44 and U.S. Highway No. 441 to Leesburg, U.S. Highway No. 27 and State Highway No. 48 to Howey-in-the-Hills and Tavares, U.S. Highway No. 441 to Mt. Dora, to Zellwood, to Plymouth, to Apopka, and Orlando. Using county roads as alternate routes for convenience. (9) From, to, and between all points and places along the following route: Orlando to Apopka, to Plymouth, to Zellwood, to Mt. Dora, to Tavares, to Eustis, to Leesburg, to Groveland, to Clermont, to Winter Garden, to Orlando. Using U.S. Highway No. 441 to Apopka, Plymouth, Zellwood, Mt. Dora, and Tavares, State Highway No. 19, to Eustis, State Highway No. 19 and U.S. Highway No. 441 to Leesburg, U.S. Highway No. 27 and State Highway No. 33 to Groveland, State Highway No. 50 to Clermont, Winter Garden, and Orlando. Using county roads as alternate routes for conven-

ence. (10) From, to, and between all points and places along the following route: Orlando to Leesburg, to Belleview, to Ocala, to Belleview, to Leesburg, to Orlando. Using U.S. Highway No. 441 to Leesburg, Belleview, and Ocala and return over the same highway to Orlando. Using county roads and Interstate No. 75 as alternate routes for convenience.

(11) From, to, and between all places and points along the following route: Orlando to Sanford, to DeBary, to DeLand, to Orlando. Using U.S. Highway No. 17 and 92 to Sanford, DeBary, and DeLand and return over the same route. Using county roads and Interstate Highway No. 4 as alternate routes for convenience. (12) From, to, and between all points and places along the following route: Orlando to Samsula, to New Smyrna Beach, to Daytona, to DeLand, to Orlando. Using Interstate Highway No. 4 to intersection of State Highway No. 44, State Highway No. 44 to Samsula and New Smyrna Beach, U.S. Highway No. 1 to Daytona, U.S. Highway No. 92 to DeLand, U.S. Highways Nos. 17 and 92 and Interstate Highway No. 4 to Orlando. Using county roads as alternate routes for convenience. (13) From, to, and between all points and places along the following route: Orlando to Sanford, to DeLand, to Sanford, to Daytona, to DeLand, to Sanford, to Orlando. Using U.S. Highways Nos. 17 and 92 and Interstate Highway No. 4 to Sanford, State Highways No. 415 and 44 to New Smyrna Beach, U.S. Highway No. 1 to Daytona, U.S. Highway No. 92 to DeLand, U.S. Highways Nos. 17 and 92 and Interstate Highway No. 4 to Sanford and Orlando. Using county roads as alternate routes for convenience. (14) From, to, and between all points and places along the following route: Orlando to Sanford, to New Smyrna Beach, to Daytona, to New Smyrna Beach, to Sanford, to Orlando. Using U.S. Highways Nos. 17 and 92 and Interstate Highway No. 4 to Sanford, State Highways Nos. 415 and 44 to New Smyrna Beach, U.S. Highway No. 1 to Daytona, and return over the same route. Using county roads as alternate routes for convenience. (15) From, to, and between all points and places along the following route: Orlando to Titusville, to Mims, to Geneva, to Oviedo, to Orlando. Using State Highway No. 50 to Titusville, U.S. Highway No. 1 to Mims, State Highway No. 46 to Geneva, State Highway No. 426 to Oviedo and Orlando. Using county roads as alternate routes for convenience.

(16) From, to, and between all points and places along the following route: Orlando to Titusville, to Cocoa, to Orlando. Using State Highway No. 50 to Orlando, U.S. Highway No. 1 to Cocoa, Titusville, U.S. Highway No. 1 to Cocoa, State Highways Nos. 520 and 50 to Orlando. Using county roads as alternate routes for convenience. (17) From, to, and between all points and places along the following route: Orlando to Merritt Island (known as John F. Kennedy Space Center, Fla.), to Cape Kennedy, to Port Canaveral, to Cocoa Beach, to Patrick Air Force Base, to Cocoa Beach, to Cocoa, to Orlando. Using State Highways Nos. 50 and 520 and Bennett Causeway and U.S. Highway No. A-1A to Mer-

ritt Island, Bennett Causeway, and NASA Causeway to Cape Kennedy, State Highway No. 401 to Port Canaveral, State Highway No. 401 and U.S. Highway No. A-1A to Cocoa Beach and Patrick Air Force Base, U.S. Highway No. A-1A and State Highway No. 520 to Cocoa and Orlando. Using county roads as alternate routes for convenience. (18) From, to, and between all points and places along the following route: Orlando to Cocoa, to Eau Gallie, to Melbourne, to Cocoa, to Orlando. Using State Highways Nos. 50 and 520 to Cocoa, U.S. Highway No. 1 to Eau Gallie and Melbourne, U.S. Highway No. 1 to Cocoa, State Highways Nos. 520 and 50 to Orlando. Using county roads as alternate routes for convenience. (19) From, to, and between all points and places along the following route: Orlando to Cocoa, to Merritt Island, to Cocoa Beach, to Melbourne Beach, to Melbourne, to Eau Gallie, to Cocoa, to Orlando. Using State Highways Nos. 50 and 520 to Cocoa, State Highway No. 520 and U.S. Highway No. A-1A to Cocoa Beach, U.S. Highway No. A-1A to Melbourne Beach, U.S. Highway No. 192 to Melbourne, U.S. Highway No. 1 to Eau Gallie and Cocoa, State Highways Nos. 520 and 50 to Orlando. Using county roads as alternate routes for convenience. (20) From, to, and between all points and places along the following route: Orlando to Cocoa, to Merritt Island, to Cocoa Beach, to Patrick Air Force Base, to Cocoa, to Titusville, to Orlando. Using State Highways Nos. 50 and 520 to Cocoa, State Highway No. 520 and U.S. Highway No. A-1A to Patrick Air Force Base and Cocoa and return to Cocoa over same route; U.S. Highway No. 1 to Titusville, State Highway No. 50 to Orlando.

Using county roads as alternate routes for convenience. Applicant hereby requests extension of its service into Tampa, Bartow, Gainesville, and Vero Beach. Should the extension into Tampa and Bartow be granted, Route (1), supra, would be amended to read: (1) From, to, and between all points and places along the following route, except intermediate points and places between Lakeland and Tampa, and between Tampa and Bartow; Orlando to Lakeland to Tampa to Bartow, to Lakeland, to Winter Haven, to Orlando. Using Interstate Highway No. 4 to Lakeland, to Tampa, State Road No. 60 to Bartow, U.S. Highway No. 98 to Lakeland, U.S. Highway No. 92 and State Road No. 544 to Winter Haven, U.S. Highways Nos. 17 and 92 and State Road No. 557 and Interstate Highway No. 4 to Orlando. Should the extension into Gainesville be granted, Route (10), supra, would be amended to read: (10) From, to, and between all points and places along the following route: Orlando to Leesburg, to Belleview, to Ocala, to Gainesville, to Ocala, to Belleview, to Leesburg, to Orlando. Using U.S. Highway No. 441 to Leesburg, Belleview, Ocala, and Gainesville, and return over the same highway to Orlando. Using county roads and Interstate Highway No. 75 as alternate routes for convenience. Should the extension into Vero Beach be granted, Route (18), supra, would be amended to

read: (18) From, to, and between all points and places along the following route: Orlando to Cocoa, to Eau Gallie, to Melbourne, to Vero Beach, to Melbourne, to Eau Gallie, to Cocoa, to Orlando. Using State Highways Nos. 50 and 520 to Cocoa, U.S. Highway No. 1 to Eau Gallie, Melbourne, and Vero Beach, and return to Melbourne, Eau Gallie, and Cocoa over U.S. Highway No. 1, State Highways Nos. 520 and 50 to Orlando. Using county roads and the Sunshine Parkway and Interstate Highway No. 95 as alternate routes for convenience.

HEARING: June 7, 1965, at 10 a.m. at the State Office Building, Morse Boulevard, Winter Park, Fla.

Requests for procedural information including the time for filing protests, concerning this application should be addressed to the Florida Public Utilities Commission, Tallahassee, Fla., and should not be directed to the Interstate Commerce Commission.

By the Commission.

[SEAL]

BERTHA F. ARMES,
Acting Secretary.

[P.R. Doc. 65-5484; Filed, May 25, 1965;
8:47 a.m.]

[Notice 772]

MOTOR CARRIER, BROKER, WATER CARRIER, AND FREIGHT FORWARDER APPLICATIONS

MAY 21, 1965.

The following applications are governed by Special Rule 1.247¹ 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 for oral hearing, if any, will be by Commission order which will be served on each party of record.

No. MC 117 (PETITION FOR WAIVER OF RULE 1.101(e) OF THE COM-

¹Copies of Special Rule 1.247 can be obtained by writing to the Secretary, Interstate Commerce Commission, Washington, D.C. 20423.

MISSION'S GENERAL RULES OF PRACTICE AND FOR THE REOPENING AND CLARIFICATION OF "GRANDFATHER" AUTHORITY OR FOR FORMAL HEARING), filed April 26, 1965. Petitioner: O. K. HELLMAN, INC., Fourth Avenue and Fourteenth Street, Ford City, Pa. Petitioner's attorney: Edward M. Larkin, 901 Grant Building, Pittsburgh, Pa. Petition deals with the authority originally granted to its predecessor in No. MC 117 because the right of it to serve intermediate points on its authorized regular routes in Ohio has been questioned. As a precautionary measure, however, petitioner filed concurrently herewith a form BMC 78 application under section 207 of the Act to secure the questioned authority, which is published in today's issue of the FEDERAL REGISTER, and sets forth the routes here in question. By the instant petition, petitioner prays the Commission will: (1) Waive Rule 1.101(e) of its general rules of practice and permit the filing of the instant petition; and (2) reopen the above-entitled proceedings solely for the purpose of issuing an order incorporating appropriate language in its certificate which will permit it to serve intermediate points on its authorized regular routes in Ohio on a parity with those operations conducted by petitioner and its predecessor on, prior to, and subsequent to June 1, 1935, and in conformity with the recommendation of the District Supervisor in the "grandfather" applications of petitioner's predecessor, and (3) dismiss the form BMC 78 application filed concurrently herewith, and (4) set the instant petition for a formal hearing on a consolidated record with the application filed concurrently herewith, in the event that the Commission deems such hearing necessary. Any person or persons desiring to participate in this proceeding, may, within 30 days from the date of this publication, file an appropriate pleading, consisting of an original and six copies each.

No. MC 117 (Sub-No. 3), filed April 26, 1965. Applicant: O. K. HELLMAN, INC., 4th Avenue and 14th Street, Ford City, Pa. Applicant's attorney: Edward M. Larkin, 901 Grant Building, Pittsburgh, Pa., 15219. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, livestock, high explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) between Ford City, Pa., and Cleveland, Ohio; from Ford City over Pennsylvania Highway 66 to Kittanning, Pa., thence over U.S. Highway 422 to junction unnumbered highway (formerly U.S. Highway 422) at or near Prospect, Pa., thence over unnumbered highway through Portersville, Pa., to junction U.S. Highway 422, thence over U.S. Highway 422 to Cleveland and return over the same route, serving all intermediate points; and (2) between Youngstown, Ohio, and Cleveland, Ohio; from Youngstown over Ohio Highway 18 to Akron, Ohio, thence over Ohio Highway 8 to

Cleveland and return over the same route, serving all intermediate points.

Note: Applicant states the purpose of this application is to seek an amended description of the applicant's operating authority in Certificate No. MC 117 so as to include the right to the applicant to serve intermediate points on its regular-route operations in Ohio in conformity with the applicant's past operations, and in conformity with the authority sought by the applicant's predecessor, O. K. Hellman, an individual, in his initial "grandfather" applications. A petition to reopen the said "grandfather" applications, so as to specifically include therein the authority to the applicant to serve intermediate points on its regular routes in Ohio, is being published concurrently herewith. Applicant seeks no change in its existing authority as to Pennsylvania points as such authority is presently described in Certificate No. MC 117, as shown below:

"Between specified Pennsylvania points, as follows: From Pittsburgh over Pennsylvania Highway 28 to Brookville, Pa.

Thence over U.S. Highway 322 to junction U.S. Highway 219, thence over U.S. Highway 219 to junction Pennsylvania Highway 830, and thence over Pennsylvania Highway 830 to Falls Creek, and return over the same route. From New Kensington over Pennsylvania Highway 56 to Shearersburg, Pa., thence over Pennsylvania Highway 256 to Leechburg, Pa., thence over Pennsylvania Highway 66 to Kittanning, Pa., thence over Pennsylvania Highway 85 to Home, Pa., and thence over U.S. Highway 119 to junction U.S. Highway 322, and return over the same route. Serving the intermediate points of Leechburg and Creighton, Pa., and those in Pennsylvania on the above-specified routes north of Leechburg and Creighton, Pa. *General commodities*, except those of unusual value, class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Du Bois, Pa., and Emporium, Pa., serving all intermediate points; From Du Bois over U.S. Highway 219 via Ridgway, Pa., to Johnsonburg, Pa., thence over Pennsylvania Highway 255 to Saint Marys, Pa. (also from Du Bois over Pennsylvania Highway 255 to Saint Marys, Pa.) (also from Ridgway, Pa., over U.S. Highway 120 to Saint Marys, Pa.), and thence over U.S. Highway 120 to Emporium, and return over the same routes." If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 730 (Sub-No. 252), filed May 10, 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 irregular routes, transporting: *Silver bullion and silver bars*, from Chicago, Ill., to Denver, Colo.

Note: Applicant also intends to tack or join the authority here applied for to the existing authorities and to interline with other carriers at the terminal points. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 1641 (Sub-No. 64), filed April 30, 1965. Applicant: PEAKE TRANS-

PORT SERVICE, INC., Box 366, Chester, Nebr. 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 Superior, Nebr., to points in Kansas.

Note: If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 3062 (Sub-No. 21), filed May 5, 1965. Applicant: L. A. TUCKER TRUCK LINES, INCORPORATED, Post Office Box 414, Cape Girardeau, Mo. Applicant's attorney: G. F. Gunn, Jr., Suite 1230 Boatmen's Bank Building, St. Louis, Mo., 63102. 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 in 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), serving Armored, Barfield, Huffman, and Blytheville Air Force Base, Ark., as off-route points in connection with applicant's authorized regular-route operations.

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

No. MC 6078 (Sub-No. 49), filed May 12, 1965. Applicant: D. F. BAST, INC., 1425 North Maxwell Street, Allentown, Pa. 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: *Iron and steel articles on pole and extendable trailers*, from the plant and warehouse sites of Azco Steel Co. at Saddle Brook and Harrison, N.J., to points in Connecticut, and Massachusetts, and *rejected and damaged shipments*, on return.

Note: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Washington, D.C.

No. MC 9325 (Sub-No. 24), filed May 3, 1965. Applicant: K LINES, INC., Post Office Box 216, Lebanon, Ore. Applicant's attorney: Norman E. Sutherland, 1200 Jackson Tower, Portland, Ore., 97205. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime* in bulk, from Tacoma, Wash., to points in Oregon and Lewiston, Idaho.

Note: If a hearing is deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 9325 (Sub-No. 25), filed May 10, 1965. 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., to points in Washington.

Note: If a hearing is deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 10761 (Sub-No. 174), filed May 10, 1965. Applicant: TRANS-

AMERICAN FREIGHT LINES, INC., 1700 North Waterman Avenue, Detroit 9, Mich. Applicant's attorney: Howell Ellis, Suite 616-618 Fidelity Building, 111 Monument Circle, Indianapolis 4, Ind. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between Toledo, Ohio, and Grand Rapids, Mich., from junction U.S. Highways 20 and 223 at or near Toledo over U.S. Highway 223 to junction U.S. Highway 127, thence over U.S. Highway 127 to junction Interstate Highway 96, thence over Interstate Highway 96 to Grand Rapids, Mich., 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: If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich.

No. MC 11207 (Sub-No. 232), filed May 3, 1965. Applicant: DEATON TRUCK LINE, INC., 3409 10th Avenue North, Birmingham, Ala. Applicant's attorney: A. Alvis Layne, Pennsylvania Building, Washington, D.C., 20004. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities* (except Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between points in Alabama within 65 miles of Birmingham, Ala., including Birmingham, on the one hand, and, on the other, Baton Rouge, La., and points within a radius of 20 miles of Baton Rouge, La., and Bogalusa, and Zee, La.

NOTE: Applicant states it will tack the above proposed authority with its present authority held in MC 11207, sub-203. If a hearing is deemed necessary, applicant requests it be held at Birmingham, Ala.

No. MC 13134 (Sub-No. 10), filed April 23, 1965. Applicant: PENNSYLVANIA-OHIO EXPRESS, INC., Post Office Box 266, Oak Hill, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Iron and steel, and iron and steel articles*, between Aliquippa and Pittsburgh, Pa., on the one hand, and, on the other, points in Illinois, Indiana, and the Lower Peninsula of Michigan.

NOTE: Applicant states that "it intends to tack the authority here applied for to other authority held by under MC 13134." If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 21170 (Sub-No. 83), filed May 12, 1965. Applicant: BOS LINES, INC., 408 South 12th Avenue, Marshalltown, Iowa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Iron and steel articles* as defined by the Commission in Appendix V, 61 M.C.C. 209 and 276, from points in Livingston County,

Ill., to points in Iowa, Kansas, Minnesota, Missouri, and Nebraska.

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

No. MC 26739 (Sub-No. 45), filed May 3, 1965. Applicant: CROUCH BROS., INC., Transport Building, St. Joseph, Mo. Applicant's attorney: Charles W. Singer, Tower Suit. 3600, 33 North La Salle Street, Chicago, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Farm implements and machinery, and contractors machinery and equipment*, from Moline, East Moline, and Rock Island, Ill., to points in that part of Missouri east of U.S. Highway 65.

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

No. MC 30844 (Sub-No. 179), filed May 3, 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 Des Moines, Fort Dodge, and Webster City, Iowa, to points in Connecticut, Delaware, the District of Columbia, Illinois (except points on and south of U.S. Highway 36), the Lower Peninsula of Michigan, Minnesota, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, Virginia, and West Virginia.

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

No. MC 31220 (Sub-No. 22) (CORRECTION), filed March 1, 1965, published in FEDERAL REGISTER issue of May 13, 1965, and republished as corrected this issue. Applicant: DANIELS MOTOR FREIGHT, INC., Post Office Box 2037, Warren, Ohio. Applicant's attorney: Francis J. Ortman, National Press Building, Washington 4, D.C.

NOTE: The purpose of this republication is to show the correct docket number assigned applicant, MC 31220 (Sub-No. 22). This application appeared under No. MC 312220 (Sub-No. 22), in error in the May 13 issue of the FEDERAL REGISTER.

No. MC 31600 (Sub-No. 589), filed May 7, 1965. Applicant: P. B. MUTRIE MOTOR TRANSPORTATION, INC., Calvary Street, Waltham, Mass., 02154. Applicant's attorney: H. C. Ames, Jr., Transportation Building, 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 Karns City, Pa., to points in Connecticut, Massachusetts, Maine, New Hampshire, Rhode Island, and Vermont.

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

No. MC 38541 (Sub-No. 22), filed May 6, 1965. Applicant: WHITE MOTOR EXPRESS, INCORPORATED, 321 Benedict Street, Nashville, Tenn. Applicant's attorney: Richard D. Gleaves,

Suite 211 Continental, 3415 West End Avenue, Nashville, Tenn., 37203. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading), between Nashville, Tenn., and Elizabethtown, Ky., over U.S. Highway 31W (also over Interstate Highway 65), serving no intermediate points.

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

No. MC 41309 (Sub-No. 27), filed May 3, 1965. Applicant: JEFFRIES-EAVES, INC., 333 Osuna Road NW., Albuquerque, N. Mex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Iron and steel articles, namely, rock bolts, and wedges, nuts, washers, and expansion anchors used in connection therewith, grinding balls, grader blades, bars, and shapes*, from Minnequa and Pueblo, Colo., to points in Arizona, New Mexico, and Texas, and rejected shipments of the commodities specified above, on return.

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

No. MC 41404 (Sub-No. 52), filed May 7, 1965. Applicant: ARGO-COLLIER TRUCK LINES CORPORATION, Post Office Box 151, Fulton Highway, Martin, Tenn. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products, articles distributed by meat packinghouses and such commodities as are used by meatpackers in the conduct of their business when destined to and for use by meatpackers (except commodities in bulk, in tank vehicles)*, as described in sections A, B, C, and D of appendix I to the report in *Descriptions in Motor Carrier Certificates* 61 M.C.C. 209 and 766, from points in Finney County, Kans., to points in Alabama, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo., or Kansas City, Kans.

No. MC 41404 (Sub-No. 53), filed May 7, 1965. Applicant: ARGO-COLLIER TRUCK LINES CORPORATION, Post Office Box 151, Fulton Highway, Martin, Tenn. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Foodstuff, canned and preserved; canned fruits and vegetables; canned goods; condiments, and products used in the manufacturing of condiments, and byproducts from the manufacturing of condiments, from the plant sites and warehouse facilities of Bruce Foods Co. located at Cade, Lozes and New Iberia, La., to points in Arkansas, Kentucky, Mississippi, and Tennessee.*

NOTE: Applicant states it is presently authorized to transport canned vegetables and

condiments in MC 41404, Sub 16, from points in St. Landry, St. Martin, and Iberia Parishes, La., to points in Illinois, Wisconsin, Michigan, Indiana, and Ohio. No duplication of authority is sought. If a hearing is deemed necessary, applicant requests it be held at Baton Rouge or New Orleans, La.

No. MC 41404 (Sub-No. 54), filed May 7, 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: *Frozen foods*, from Humboldt, Tenn., to points in Illinois, Indiana, Michigan, Ohio, and Wisconsin.

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

No. MC 41404 (Sub-No. 55), filed May 7, 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: (1) *Meats, meat products, meat by-products, 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), (2) *frozen foods*, (3) *canned and preserved foods*, (4) *chemicals, chemical blends and ingredients* to be used in further manufacturing processes; transportation of which does not require special equipment or bulk or tank vehicles; (5) *inedible meats, meat products, and meat byproducts, lard, tallow and oils*, (6) *agricultural products and those commodities embraced in section 203(b)(6) of part II of the Interstate Commerce Act*, when moving in the same vehicle with economic regulated commodities, and (7) *frozen animal and poultry foods*, from Gulfport, Miss., to points in the United States (excluding Alaska).

NOTE: If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss., or New Orleans, La.

No. MC 41406 (Sub-No. 13), filed May 7, 1965. Applicant: J. ARTIM & SONS, INC., 7105 Kennedy Avenue, Hammond, Ind. Applicant's attorney: Ferdinand Born, 1019 Chamber of Commerce Building, Indianapolis, Ind., 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, and except dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment (other than those requiring specialized handling or rigging because of size or weight), and those injurious or contaminating to other lading), between the plant site of the Bethlehem Steel Corp., Burns Harbor, Ind., plant, located in Porter County, Ind., on the one hand, and, on the other, points in Iowa and Wisconsin.

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

No. MC 42963 (Sub-No. 27), filed April 29, 1965. Applicant: DANIEL HAMM DRAYAGE COMPANY, a corporation, Second and Tyler Streets, St. Louis, Mo. Applicant's attorney: Ernest A. Brooks II, 1301-02 Ambassador Building, St. Louis, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry litharge*, in bulk, from St. Louis, Mo., to points in Colorado, Nebraska, Kansas, Oklahoma, Texas, Louisiana, Arkansas, Alabama, Mississippi, Georgia, Florida, Tennessee, Kentucky, Ohio, Indiana, Illinois, and Iowa.

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

No. MC 42963 (Sub-No. 29), filed April 29, 1965. Applicant: DANIEL HAMM DRAYAGE COMPANY, a corporation, Second and Tyler Streets, St. Louis, Mo. Applicant's attorney: Ernest A. Brooks II, 1301-02 Ambassador Building, St. Louis, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry litharge*, in bulk, from Chicago, Ill., to points in Minnesota, Wisconsin, Iowa, Missouri, Indiana, Michigan, Ohio, Kentucky, Nebraska, Pennsylvania, and West Virginia.

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

No. MC 49387 (Sub-No. 20) (AMENDMENT), filed March 29, 1965, published FEDERAL REGISTER issue April 14, 1965, amended May 13, 1965, and republished as amended this issue. Applicant: ORSCHELN BROS. TRUCK LINES, INC., Highway 24 East, Moberly, Mo. Applicant's attorney: G. M. Rebman, Suite 1230, Boatmen's Bank Building, St. Louis, 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, and those commodities injurious or contaminating to other lading), serving the plant site of American Cyanamid Co., located at South River, Mo., near Palmyra, Mo., as an off-route point in connection with applicant's presently authorized regular route operations.

NOTE: The purpose of this republication is to show applicant desires service as shown above, rather than that as previously published. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 50002 (Sub-No. 49), filed April 29, 1965. Applicant: T. CLARENCE BRIDGE AND HENRY W. BRIDGE, a partnership, doing business as BRIDGE BROTHERS, North Santa Fe Trail, Post Office Box 929, Lamar, Colo. Applicant's attorney: C. Zimmerman, 503 Schweiter Building, Wichita, Kans. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia*, in bulk, from the plant site of the Consumers Cooperative Association located at or near Ft. Dodge, Iowa, to points in Minnesota, North Dakota, South Dakota, Ne-

braska, Kansas, and Missouri, and *damaged and rejected shipments*, on return.

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

No. MC 55236 (Sub-No. 103), filed May 6, 1965. Applicant: OLSON TRANSPORTATION COMPANY, a corporation, 1970 South Broadway, Green Bay, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids, chemicals, fertilizers and fertilizer ingredients*, in bulk, from East Dubuque, Ill., and points within 10 miles thereof to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, Ohio, Oklahoma, North Dakota, South Dakota, and Wisconsin.

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

No. MC 55236 (Sub-No. 104), filed May 6, 1965. Applicant: OLSON TRANSPORTATION COMPANY, a corporation, 1970 South Broadway, Green Bay, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chemicals*, in bulk, in tank vehicles, from Carpentersville, Ill., to points in Connecticut, Delaware, District of Columbia, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, and West Virginia.

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

No. MC 59367 (Sub-No. 20), filed May 3, 1965. Applicant: DECKER TRUCK LINE, INC., Post Office Box 915, Fort Dodge, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *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 hides and commodities in bulk in tank vehicles), from points in Dakota County, Nebr., to points in Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Ohio, and Wisconsin.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 59570 (Sub-No. 26), filed May 7, 1965. Applicant: HECHT BROTHERS, INC., Lakewood Road, Toms River, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), between Toms River, N.J., and points in New Jersey.

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

No. MC 61264 (Sub-No. 16) filed May 10, 1965. Applicant: PILOT FREIGHT

CARRIERS, INC., Post Office Box 615, Winston-Salem, N.C., 27102. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), (1) between Charlotte, N.C., and Pensacola, Fla.; (a) from Charlotte over Interstate Highway 85 to Montgomery, Ala., thence over Interstate Highway 65 to junction Alabama Highway 21, thence over Alabama Highway 21 to the Alabama-Florida State line, thence over Florida Highway 97 to junction U.S. Highway 29, thence over U.S. Highway 29 to Pensacola and return over the same route, serving all intermediate and off-route points in North Carolina and South Carolina for joinder with applicant's existing authority and serving all intermediate and off-route points in Florida; (b) from Charlotte over Interstate Highway 85 to Atlanta, Ga., thence over U.S. Highway 29 to West Point, Ga., thence over Interstate Highway 85 to junction U.S. Highway 80, thence over U.S. Highway 80 to junction U.S. Highway 31, thence over U.S. Highway 31 to junction Alabama Highway 106 near Georgiana, Ala., thence over Alabama Highway 106 to junction Interstate Highway 65, thence over Interstate Highway 65 to junction Alabama Highway 83, thence over Alabama Highway 83 to junction U.S. Highway 31, thence over U.S. Highway 31 to junction Alabama Highway 41 at Brewton, Ala., thence over Alabama Highway 41 to the Alabama-Florida State line, thence over Florida Highway 87 to junction U.S. Highway 90, thence over U.S. Highway 90 to Pensacola and return over the same route, serving all intermediate and off-route points in North Carolina and South Carolina for joinder with applicant's existing authority and serving all intermediate and off-route points in Florida; (2) between Charlotte, N.C., and Tallahassee, Fla., (a) from Charlotte over Interstate Highway 85 to Atlanta, Ga.

Thence over Interstate Highway 75 to junction U.S. Highway 319, thence over U.S. Highway 319 to Tallahassee and return over the same route, serving all intermediate and off-route points in North Carolina and South Carolina for joinder with applicant's existing authority and serving all intermediate and off-route points in Florida; (b) from Charlotte over Interstate Highway 85 to Atlanta, Ga., thence over U.S. Highway 41 to junction Interstate Highway 75, thence over Interstate Highway 75 to junction U.S. Highway 319, thence over U.S. Highway 319 to Tallahassee and return over the same route, serving all intermediate and off-route points in North Carolina and South Carolina for joinder with applicant's existing authority and serving all intermediate and off-route points in Florida; (c) from Charlotte over U.S. Highway 21 to junction U.S. Highway 1 at Columbia, S.C., thence over U.S. Highway 1 to junction U.S. Highway 319 near Wadley, Ga., thence over U.S. Highway 319 to Tallahassee and return over the

same route, serving all intermediate and off-route points in North Carolina and South Carolina for joinder with applicant's existing authority and serving all intermediate and off-route points in Florida; (3) between Charlotte, N.C., and Jacksonville, Fla.; (a) from Charlotte over U.S. Highway 21 to Columbia, S.C., thence over Interstate Highway 26 to junction Interstate Highway 95, thence over Interstate Highway 95 to Jacksonville and return over the same route, serving all intermediate and off-route points in North Carolina and South Carolina for joinder with applicant's existing authority and serving all intermediate and off-route points in Florida; (b) from Charlotte over U.S. Highway 21 to Columbia, S.C., thence over U.S. Highway 321 to Savannah, Ga., thence over U.S. Highway 17 to Jacksonville and return over the same route, serving all intermediate and off-route points in North Carolina and South Carolina for joinder with applicant's existing authority and serving all intermediate and off-route points in Florida; (c) from Charlotte over U.S. Highway 21 to Columbia, S.C., thence over U.S. Highway 321 to junction U.S. Highway 301, thence over U.S. Highway 301 to junction U.S. Highway 1.

Thence over U.S. Highway 1 to Jacksonville and return over the same route, serving all intermediate and off-route points in North Carolina and South Carolina for joinder with applicant's existing authority and serving all intermediate and off-route points in Florida; (4) between Charlotte, N.C., and Orlando, Fla.; (a) from Charlotte to Jacksonville, Fla., as described in (3) (a), (b), and (c) above, thence over U.S. Highway 17 to junction Interstate Highway 4 near Deland, Fla., thence over Interstate Highway 4 to Orlando and return over the same route, serving all intermediate and off-route points in North Carolina and South Carolina for joinder with applicant's existing authority and serving all intermediate and off-route points in Florida; (b) from Charlotte to Jacksonville, Fla., as described in (3) (a), (b), and (c) above, thence over Interstate Highway 95 to junction Interstate Highway 4 at or near Daytona Beach, Fla., thence over Interstate Highway 4 to Orlando and return over the same route, serving all intermediate and off-route points in North Carolina and South Carolina for joinder with applicant's existing authority and all intermediate and off-route points in Florida; (5) between Charlotte, N.C., and Tampa, Fla.; (a) from Charlotte to Jacksonville, Fla., as described in (3) (a), (b), and (c) above, thence over Interstate Highway 10 to junction U.S. Highway 301, thence over U.S. Highway 301 to junction Florida Highway 24 at Waldo, Fla., thence over Florida Highway 24 to junction Interstate Highway 75, thence over Interstate Highway 75 to Tampa and return over the same route, serving all intermediate and off-route points in North Carolina and South Carolina for joinder with applicant's existing authority and all intermediate and off-route points in Florida; (b) from Charlotte to Jacksonville, Fla., as described in (3) (a), (b), and (c) above,

thence over Interstate Highway 10 to junction U.S. Highway 301.

Thence over U.S. Highway 301 to junction Interstate Highway 4, thence over Interstate Highway 4 to Tampa and return over the same route, serving all intermediate and off-route points in North Carolina and South Carolina for joinder with applicant's existing authority and all intermediate and off-route points in Florida; (c) from Charlotte to Orlando, Fla., as described in (4) (a) and (b) above, thence over Interstate Highway 4 to Tampa and return over the same route, serving all intermediate and off-route points in North Carolina and South Carolina for joinder with applicant's existing authority and all intermediate and off-route points in Florida; (6) between Charlotte, N.C., and Miami, Fla.; (a) from Charlotte to Jacksonville as described in (3) (a), (b), and (c) above, thence over Interstate Highway 95 to Miami and return over the same route, serving all intermediate and off-route points in North Carolina and South Carolina for joinder with applicant's existing authority and all intermediate and off-route points in Florida; (b) from Charlotte to Jacksonville as described in (3) (a), (b), and (c) above, thence over Interstate Highway 95 to junction Sunshine State Parkway at or near Fort Pierce, Fla., thence over Sunshine State Parkway to junction Interstate Highway 95, thence over Interstate Highway 95 to Miami and return over the same route, serving all intermediate and off-route points in North Carolina and South Carolina for joinder with applicant's existing authority and all intermediate and off-route points in Florida; (c) from Charlotte to Jacksonville as described in (3) (a), (b), and (c) above, thence over U.S. Highway 1 to Miami and return over the same route, serving all intermediate and off-route points in North Carolina and South Carolina for joinder with applicant's existing authority and all intermediate and off-route points in Florida; (d) from Charlotte to Jacksonville as described in (3) (a), (b), and (c) above, thence over U.S. Highway 17 to junction Interstate Highway 4 near Deland, Fla.

Thence over Interstate Highway 4 to junction Sunshine State Parkway, thence over Sunshine State Parkway to junction Interstate Highway 95, thence over Interstate Highway 95 to Miami and return over the same route, serving all intermediate and off-route points in North Carolina and South Carolina for joinder with applicant's existing authority and all intermediate and off-route points in Florida; and (7) between Charlotte, N.C., and Kissimmee, Fla.; from Charlotte to junction Interstate Highway 75 and U.S. Highway 319 as described in (2) (a) and (b) above (also from Charlotte to junction U.S. Highway 1 and 319 as described in (2) (c) above), thence over U.S. Highway 319 to Tifton, Ga., thence over Interstate Highway 75 to junction Sunshine State Parkway, thence over Sunshine State Parkway to junction U.S. Highway 17, thence over U.S. Highway 17 to Kissimmee and return over the same route, serving all intermediate and off-route points in North Carolina and

South Carolina for joinder with applicant's existing authority and serving all intermediate and off-route points in Florida.

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

No. MC 67733 (Sub-No. 2) filed May 6, 1965. Applicant: CHAPIN TRUCKING LINE, INC., 39111 Center Ridge Road, Elyria, Ohio. Applicant's attorney: Taylor C. Burneson, 3430 LeVeque-Lincoln Tower, 50 West Broad Street, Columbus, Ohio, 43215. Authority sought to operate as a *common carrier* by motor vehicle, over regular routes, transporting: *General commodities*, between Elyria, Ohio, and Cleveland, Ohio: (1) From Elyria over Ohio Highway 301 to its junction with Banks Road, thence over Banks Road to Indian Hollow Road and return over Banks Road to Ohio Highway 301, thence over Ohio Highway 301 via Lagrange, Ohio, to Penfield, Ohio, thence over Ohio Highway 18 to Litchfield, Ohio, thence over Ohio Highway 76 via Belden, Ohio, to its junction Ohio Highway 82, thence over Ohio Highway 82 via North Eaton, Ohio, to its junction with Ohio Highway 252 at Columbia Hills Corners, thence over Ohio Highway 252 to its junction Ohio Highway 10, and thence over Ohio Highway 10 to Cleveland, and return over the same route, serving all intermediate points, and (2) from Elyria over Ohio Highway 57 via Grafton, Ohio, to its junction with Ohio Highway 76, thence over Ohio Highway 82, thence over Ohio Highway 82 to its junction with Station Road, thence over Station Road to Columbia Station and return over Station Road to Ohio Highway 82, thence over Ohio Highway 82 to Columbia Hills Corners, thence over Ohio Highway 252 to its junction with Ohio Highway 10, thence over Ohio Highway 10 to Cleveland, and return over the same route, serving all intermediate points. Restricted (a) to the transportation of shipments originating at, or destined to, the intermediate points on the aforesaid routes, and (b) against the transportation of shipments between the terminal point of Elyria, on the one hand, and, on the other, the terminal point of Cleveland.

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

No. MC 69116 (Sub-No. 91), filed May 10, 1965. Applicant: SPECTOR FREIGHT SYSTEM, INC., 205 West Wacker Drive, Chicago, Ill. Applicant's attorney: Edward G. Bazelon, 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 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 East Troy, Wis., as an off-route point in connection with applicant's authorized regular route operations.

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

No. MC 69116 (Sub-No. 92), filed May 12, 1965. Applicant: SPECTOR FREIGHT SYSTEM, INC., 205 West Wacker Drive, Chicago, Ill., 60606. 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 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 Valley Park, Minn., as an off-route point in connection with applicant's regular route operations.

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

No. MC 70437 (Sub-No. 8), filed April 23, 1965. Applicant: Y.E.L.P. SERVICE, INC., River Road, East Liverpool, Ohio. Applicant's attorney: Herbert Baker, 50 West Broad Street, Columbus, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Rolling mill equipment*, from the plantsite of the Union Electric Steel Corp., located at or near Burgettstown, Pa., to points in that part of Ohio north and east of a line beginning at Bridgeport, Ohio, and extending along U.S. Highway 250 to Wooster, Ohio, thence along Ohio Highway 3 to Medina, Ohio, and thence along Ohio Highway 57 to Lorain, Ohio, and those in that part of West Virginia bounded by a line beginning at the West Virginia-Pennsylvania State line and extending along the Ohio River to Wheeling, W. Va., thence along U.S. Highway 250 to Fairmont, W. Va., thence along U.S. Highway 19 to the West Virginia-Pennsylvania State line, and thence along West Virginia-Pennsylvania State line to point of beginning, including points on the indicated portions of the highways specified, used or scrap rolling-mill rolls, from points in the above described Ohio and West Virginia territories to the plantsite of the Union Electric Steel Corp., at or near Burgettstown, Pa., and used or scrap rolling-mill rolls, from points in that part of Ohio north and east of a line beginning at Bridgeport, Ohio, and extending along U.S. Highway 250 to Wooster, Ohio, thence along Ohio Highway 3 to Medina, Ohio, and thence along Ohio Highway 57 to Lorain, Ohio, and from points in that part of West Virginia bounded by a line beginning at the West Virginia-Pennsylvania State line and extending along the Ohio River to Wheeling, W. Va., thence along U.S. Highway 250 to Fairmont, W. Va., thence along U.S. Highway 19 to West Virginia-Pennsylvania State line and thence along the West Virginia-Pennsylvania State line to point of beginning, including points on the indicated portions of the highways specified, to the plantsite of the Union Electric Steel Corp., located at or near Burgettstown, Pa.

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

No. MC 77972 (Sub-No. 4), filed May 3, 1965. Applicant: MERCHANTS

TRUCK LINE, INC., Post Office Box 209, New Albany, Miss. Applicant's attorney: Rubel L. Phillips, Deposit Guaranty Bank Building, Jackson, 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, livestock, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) between Starkville, Miss., and Ackerman, Miss.: From Starkville over Mississippi Highway 25 to Louisville, Miss., thence over Mississippi Highway 15 to Ackerman, and return over the same route, serving Louisville, Miss., as an intermediate point; and (2) between Starkville, Miss., and Ackerman, Miss.: From Starkville over Mississippi Highway 12 to Ackerman, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's regular route operations.

NOTE: Applicant states it seeks to extend its existing operation between Memphis, Tenn., and Mississippi points as shown above. If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss.

No. MC 82063 (Sub-No. 8), filed May 3, 1965. Applicant: KLIPSCH HAULING CO., a corporation, 119 East Loughboro Street, St. Louis, 11, Mo. Applicant's attorney: Ernest A. Brooks II, 1301-02 Ambassador Building, St. Louis, Mo., 63101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hydraulic fluid*, from St. Louis, Mo., to points in Ohio, Michigan; Missouri, Wisconsin, Illinois, Indiana, Kentucky, Tennessee, and California.

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

No. MC 82492 (Sub-No. 19), filed May 3, 1965. Applicant: MICHIGAN & NEBRASKA TRANSIT CO., INC., 900 Monroe Avenue NW., Grand Rapids, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses* as described in Sections A and C of Appendix I in *Descriptions of Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from points in Dakota County, Nebr., and Denison, Iowa, to points in Indiana, Michigan, and Ohio.

NOTE: Applicant states the service as proposed is to be "restricted against commodities in bulk, in tank vehicles, and hides." If a hearing is deemed necessary, applicant does not specify location.

No. MC 86687 (Sub-No. 69), filed May 5, 1965. Applicant: SEABOARD AIR LINE RAILROAD COMPANY, a corporation, 3600 West Broad Street, Richmond, Va., 23213. Applicant's attorney: Wilkes C. Robinson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, between Rich Square, N.C., and junction U.S. Highways 158 and 301; from Rich Square over

North Carolina Highway 305 to junction U.S. Highway 158, thence over U.S. Highway 158 through Jackson, N.C., to junction U.S. Highway 301 near Garysburg, N.C., 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: If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C.

No. MC 88980 (Sub-No. 4), filed May 4, 1965. Applicant: DOUGLAS SMITH STONE, Post Office Box 37, Montpelier, Va. Applicant's attorney: Henry E. Ketner, 1208 State Planters Bank Building, Richmond, Va., 23219. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lumber* (except plywood and veneer), from Montpelier, Va., to points in Pennsylvania, New Jersey, Delaware, Maryland, Ohio, and points in that part of West Virginia and North Carolina located on and east of U.S. Highway 21.

Note: If a hearing is deemed necessary, applicant requests it be held at Richmond, Va.

No. MC 94265 (Sub-No. 153), filed April 27, 1965. Applicant: BONNEY MOTOR EXPRESS, INC., Post Office Box 12388, Thomas Corner Station, Norfolk, Va. Applicant's attorney: Wilmer B. Hill, Transportation Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Grand Rapids, Mich., to points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, Virginia, and the District of Columbia.

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

No. MC 94350 (Sub-No. 56), filed May 7, 1965. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, Box 1628, Greenville, S.C. Applicant's attorney: Henry P. Willimon, Greenville, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Portable buildings* traveling on their own or removable undercarriages which are designed to be joined together to form a complete structure, excluding trailers or mobile homes designed to be drawn by passenger automobiles and oil field or industrial buildings, from points in California to points in Louisiana, and those in States west of the Mississippi River; namely, Arizona, Arkansas, California, Colorado, Idaho, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, Wyoming, and Alaska but excluding Hawaii, and *damaged and rejected shipments*, on return.

Note: If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 94350 (Sub-No. 57), filed May 7, 1965. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue,

Post Office Box 1628, Greenville, S.C. Applicant's attorney: Henry P. Willimon, Greenville, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Portable buildings* traveling on their own or removable undercarriages which are designed to be joined together to form a complete structure, excluding trailers or mobile homes designed to be drawn by passenger automobiles and oil field or industrial buildings, from points in Idaho to points in Louisiana and those in States west of the Mississippi River, namely, Arizona, Arkansas, California, Colorado, Idaho, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, Wyoming, and Alaska but excluding Hawaii, and *damaged or rejected shipments*, on return.

Note: If a hearing is deemed necessary, applicant requests it be held at Boise, Idaho.

No. MC 94350 (Sub-No. 58), filed May 7, 1965. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, Box 1628, Greenville, S.C. Applicant's attorney: Henry P. Willimon, Greenville, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Portable buildings* traveling on their own or removable undercarriages which are designed to be joined together to form a complete structure, excluding trailers or mobile homes designed to be drawn by passenger automobiles and oil field or industrial buildings, from points in Arizona to points in Louisiana and those in States west of the Mississippi River; namely, Arizona, Arkansas, California, Colorado, Idaho, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, Wyoming, and Alaska but excluding Hawaii, and *damaged or rejected shipments*, on return.

Note: If a hearing is deemed necessary, applicant requests it be held at Phoenix, Ariz.

No. MC 94350 (Sub-No. 63), filed May 13, 1965. Applicant: TRANSIT HOMES, INC., 210 West McBee Avenue, Post Office Box 1628, Greenville, S.C. Applicant's attorney: Henry P. Willimon, Greenville, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Portable buildings* traveling on their own or removable undercarriages which are designed to be joined together to form a complete structure, excluding trailers or mobile homes designed to be drawn by passenger automobiles, and oilfield or industrial buildings, from points in Arkansas to points in the United States including Alaska but excluding Hawaii, and *damaged and rejected shipments* on return.

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

No. MC 95540 (Sub-No. 639), filed May 12, 1965. Applicant: WATKINS MOTOR LINES, INC., Albany Highway, Thomasville, Ga. Applicant's representative: Jack M. Holloway (same address as ap-

plicant's). 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 commodities in bulk, in tank vehicles), from Phelps City, Mo., to points in Alabama, Arizona, California, Colorado, Connecticut, Delaware, Florida, Georgia, Idaho, Louisiana, Maine, Maryland, Massachusetts, Mississippi, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, Oregon, Pennsylvania, Rhode Island, South Carolina, Tennessee, Utah, Vermont, Virginia, Washington, West Virginia, 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., or Omaha, Nebr.

No. MC 101010 (Sub-No. 17), filed May 5, 1965. Applicant: ERIE-LACKAWANNA RAILROAD COMPANY, a corporation, 101 Prospect Avenue NW., Cleveland, Ohio, 44115. Applicant's attorney: J. T. Clark, 1336 Midland Building, Cleveland, Ohio, 44115. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except commodities requiring special equipment, Classes A and B explosives and household goods as defined by the Commission), (1) between Cortland, N.Y., and Syracuse, N.Y.; (a) From Cortland over U.S. Highway 11 to Syracuse and return over the same route, serving the intermediate points of Homer and Tully, N.Y., and the off-route points of Apulia, LaFayette, and Onativia, N.Y.; (b) from Cortland over New York Highway 281 to Tully, N.Y., thence over Interstate Highway 81 to Syracuse and return over the same route, serving the intermediate points of Homer, Little York, Preble, and Tully, N.Y.; (2) between Syracuse, N.Y., and Jamesville, N.Y.; from Syracuse over city streets to New York Highway 173, thence over New York Highway 173 to junction New York Highway 91, thence over New York Highway 91 to Jamesville and return over the same route, serving no intermediate points; (3) between Oswego, N.Y., and Syracuse, N.Y.; (a) from Oswego over New York Highway 48 to Syracuse and return over the same route, serving the intermediate points of Minetto, Baldwinsville, Stiles, and Solvay, N.Y.; and (b) from Oswego over New York Highway 57 to Syracuse and return over the same route, serving the intermediate point of Fulton, N.Y.

Note: Applicant states that the above proposed service will be "in substituted motor-for-rail service which is auxiliary to or supplemental of applicant's rail service." If a hearing is deemed necessary, applicant requests it be held at Syracuse, N.Y.

No. MC 103051 (Sub-No. 189), filed May 10, 1965. Applicant: FLEET TRANSPORT COMPANY, INC., 340 Armour Drive NE., Atlanta, Ga., 30324. Applicant's attorney: R. J. Reynolds, Jr., Suite 403-11 Healey Building, Atlanta, Ga., 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting:

Commodities, in bulk, from points in Morgan County, Ala., to points in Alabama, Georgia, Illinois, Indiana, Kentucky, Mississippi, North Carolina, Ohio, South Carolina, Tennessee, and West Virginia.

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

No. MC 103880 (Sub-No. 338), filed May 11, 1965. Applicant: PRODUCERS TRANSPORT, INC., 215 East Waterloo, Road, Akron, Ohio, 44306. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in tank vehicles, from Meredosia, Ill., to points in New Mexico and California.

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

No. MC 104960 (Sub-No. 32) (CORRECTION), filed March 15, 1965, published in FEDERAL REGISTER issue of April 1, 1965, amended April 8, 1965, published in FEDERAL REGISTER issue of April 28, 1965, and corrected and republished this issue. Applicant: MOTOR FUEL CARRIERS, INC., 404 Elm Avenue, Post Office Box 2288, Panama City, Fla., 32402. Applicant's attorney: James S. Wilson, Jr., Wilson Building, Paris, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, as defined in appendix XIII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, in bulk, in tank trucks, (1) from Mobile, Ala., and points within 15 miles thereof, to points in Florida west of the eastern boundary of Jefferson County, Fla.; and (2) from Jacksonville, Fla., to points in Georgia in excess of 200 miles of Jacksonville, restricted against shipments of petroleum naphtha and lubricating oils originating in Jacksonville, Fla.

NOTE: The purpose of this republication is to correctly set forth the authority sought. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 105269 (Sub-No. 40), filed May 12, 1965. Applicant: GRAFF TRUCKING COMPANY, INC., 2110 Lake, Kalamazoo, Mich. Applicant's attorney: John M. Veale, Suite 1700, One Woodward Avenue, Detroit, Mich., 48226. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Paper and paper articles*, from Chicago, Ill., to Davenport, Iowa, St. Louis, Mo., and points in Connecticut, Delaware, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and Wisconsin and (2) *paper mill materials and supplies*, from Davenport, Iowa, St. Louis, Mo., and points in Connecticut, Delaware, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont,

Virginia, West Virginia, and Wisconsin to Chicago, Ill.

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

No. MC 105326 (Sub-No. 5), filed May 3, 1965. Applicant: GREAT LAKES TRUCKING COMPANY, a corporation, 29 Washington Street, Monroe, Mich. Applicant's attorney: Rex Eames, 1800 Buhl Building, Detroit, Mich., 48226. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Paper, waste paper, and paper mill products*, from Kalamazoo, Mich., to points in Indiana, Ohio, and Illinois; and (2) *supplies, materials and equipment* used in the manufacture of paper, waste paper and paper mill products, from points in Indiana, Ohio, and Illinois, to Kalamazoo, Mich.

NOTE: Applicant states that the above proposed transportation will be performed under a continuing contract with Union Bag-Camp Paper Corp. If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich.

No. MC 107002 (Sub-No. 254) filed May 10, 1965. Applicant: HEARIN-MILLER TRANSPORTERS, INC., Post Office Box 1123, Highway 80 West, Jackson, Miss., 39205. Applicant's attorney: Harry C. Ames, Jr., 529 Transportation Building, Washington, D.C., 20006. 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 plant site and storage facilities of Monsanto Co. located at or near Anniston, Ala., to points in the St. Louis, Mo.-East St. Louis, Ill., commercial zone as defined by the Commission.

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

No. MC 107403 (Sub-No. 623), filed May 4, 1965. Applicant: MATLACK, INC., 10 West Baltimore Avenue, Lansdowne, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Silica gel catalyst*, in bulk, in pressurized tank vehicles, from Cincinnati, Ohio, to Corpus Christi, Tex.

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

No. MC 107496 (Sub-No. 361) (AMENDMENT), filed February 23, 1965, published FEDERAL REGISTER issue March 17, 1965, amended May 8, 1965, and republished as amended this issue. Applicant: RUAN TRANSPORT CORPORATION, 303 Keosauqua Way, Des Moines, Iowa. Applicant's attorney: H. L. Fabritz, Post Office Box 855, Des Moines, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids, chemicals, fertilizer and fertilizer ingredients*, from East Dubuque, Ill., and points within ten (10) miles thereof, to points in Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan,

Minnesota, Ohio, Missouri, Nebraska, South Dakota, and Wisconsin.

NOTE: Common control may be involved. The purpose of this republication is to include additional destination States with those shown in previous publication. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 107496 (Sub-No. 378), filed May 10, 1965. Applicant: RUAN TRANSPORT CORPORATION, Keosauqua Way and Third, Des Moines, Iowa. 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: *Dry fertilizer and urea*, in bulk and in bags, from Nebraska City, Nebr., to points in Iowa, Kansas, Minnesota, Missouri, North Dakota, and South Dakota.

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

No. MC 107496 (Sub-No. 379), filed May 10, 1965. Applicant: RUAN TRANSPORT CORPORATION, Keosauqua Way at Third, Des Moines, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid feed*, in bulk, from the plant site of Feed Service Corp., located at Berks, Nebr., to points in Kansas, Colorado, Oklahoma, Texas, Arkansas, Iowa, South Dakota, North Dakota, Minnesota, Wyoming, Missouri, Illinois, Wisconsin, and New Mexico.

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

No. MC 107698 (Sub-No. 39), filed May 3, 1965. Applicant: BONANZA, INC., Post Office Box 5526, Midwest City, Okla. Applicant's attorney: Wilburn L. Williamson, 443-54 American National Building, Oklahoma City 2, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foods and preparations, candy and confectionery products*, from points in California, to points in Arizona, New Mexico, Texas, and Oklahoma.

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

No. MC 108053 (Sub-No. 65), filed May 3, 1965. Applicant: LITTLE AUDREY'S TRANSPORTATION COMPANY, INC., Post Office Box 709, Fremont, Nebr. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Wahoo, Nebr., to points in Arizona, California, Colorado, and New Mexico.

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

No. MC 108207 (Sub-No. 157), filed May 6, 1965. Applicant: FROZEN FOOD EXPRESS, a corporation, 318 Cadiz Street, Dallas, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes,

transporting: *Frozen foods*, from Humboldt, Tenn., to points in Arkansas, Louisiana, Texas, Oklahoma, Michigan, Illinois, Iowa, Kansas, Nebraska, Missouri, Mississippi, Minnesota, and Wisconsin.

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

No. MC 109478 (Sub-No. 85), filed May 3, 1965. Applicant: WORSTER MOTOR LINES, INC., East Main Road, Rural Delivery No. 1, North East, Pa. Applicant's attorney: William W. Knox, 23 West 10th Street, Erie, Pa., 16501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (other than frozen and excluding commodities in bulk), from Fenville, Ellsworth, South Haven, and Benton Harbor, Mich., to points in Maine, New Hampshire, Massachusetts, Connecticut, Rhode Island, and Vermont.

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

No. MC 110193 (Sub-No. 90), filed April 27, 1965. Applicant: SAFEWAY TRUCK LINES, INC., 20450 Ireland Road, South Bend, Ind. 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 described in appendix I, to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from points in Wisconsin, to points in Iowa, Kansas, Missouri, Nebraska, and Ohio.

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

No. MC 110420 (Sub-No. 446), filed May 3, 1965. Applicant: QUALITY CARRIERS, INC., 100 South Calumet Street, Post Office Box 339, 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: *Syrups, sweeteners, and blends*, in bulk, in tank vehicles, from Granite City, Ill., to points in South Dakota and the District of Columbia.

NOTE: Applicant states no duplication is sought. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 110420 (Sub-No. 447), filed May 7, 1965. Applicant: QUALITY CARRIERS, INC., Post Office Box 339, 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: *Syrups, sweeteners and blends*, in bulk, from Edinburg, Ind., to points in Alabama, Delaware, Florida, Georgia, Maryland, North Carolina, South Carolina, Virginia, and the District of Columbia.

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

No. MC 110420 (Sub-No. 448), filed May 10, 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, from Chicago and Pekin, Ill., to points in Kentucky.

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

No. MC 110420 (Sub-No. 449), filed May 10, 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: *Flour* in bulk from Evansville, Ind. to Chicago, Ill.

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

No. MC 110420 (Sub-No. 450), filed May 10, 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: *Syrups, sweeteners and blends*, in bulk, from Edinburg, Ind. to points in Arkansas, Kansas, Louisiana, Mississippi, Missouri, Nebraska, Oklahoma, and Tennessee.

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

No. MC 110420 (Sub-No. 451), filed May 10, 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: *Syrups, sweeteners and blends*, in bulk, from Edinburg, Ind. to points in California, Colorado, Nevada, New Mexico, Texas, Utah, and Wyoming.

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

No. MC 111812 (Sub-No. 285), filed April 22, 1965. Applicant: MIDWEST COAST TRANSPORT, INC., Wilson Terminal Building, Post Office Box 747, Sioux Falls, S. Dak. 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: *Frozen foods, and frozen fruit juice concentrates*, (1) from points in California, Oregon, and Washington, to Burley, Caldwell, Heyburn, American Falls, Boise, Nampa, and Pocatello, Idaho, and Ontario, Oreg., for storage-in-transit and subsequent outbound movement; and (2) from destination points specified in (1) above, to points in Kansas.

NOTE: Applicant states no duplicating authority is sought. If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 111812 (Sub-No. 286), filed April 28, 1965. Applicant: MIDWEST COAST TRANSPORT, INC., Wilson

Terminal Building, Post Office Box 747, Sioux Falls, S. Dak. 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: *Frozen foods*, from North East, Pa., to points in Iowa, Wisconsin, Minnesota, Nebraska, Missouri, Kansas, Colorado, Arizona, and California.

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

No. MC 112822 (Sub-No. 53), filed May 3, 1965. Applicant: EARL BRAY, INC., Post Office Box 1191 (Linwood and North Streets), Cushing, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Advertising matter*; (2) *articles distributed by wholesale or retail suppliers, marketers or distributors of petroleum products*; and (3) *such commodities as are used by wholesale or retail suppliers, marketers, or distributors of petroleum products* in the conduct of their business, when shipped in mixed loads with petroleum products (presently authorized), from Ponca City, Okla., to points in Kansas and those in Missouri south of U.S. Highway 36 and west of a line beginning at Macon, Mo., and extending along U.S. Highway 63 to Jefferson City, Mo., thence along U.S. Highway 54 to Camdenton, Mo., thence along Missouri Highway 5 to Lebanon, Mo., thence along U.S. Highway 66 to Springfield, Mo., and thence along U.S. Highway 65 to the Missouri-Arkansas State line.

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

No. MC 112963 (Sub-No. 14), filed May 5, 1965. Applicant: ROY BROS., INC., Boston Road, Pinehurst, Mass. Applicant's attorney: S. Harrison Kahn, 733 Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lubricating oil*, in bulk, in tank vehicles, from South Braintree, Mass., to Selkirk, N.Y.

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

No. MC 113325 (Sub-No. 42), filed May 10, 1965. Applicant: SLAY TRANSPORTATION CO., INC., 2001 South Seventh Street, St. Louis, Mo. 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 plant site of Storage Facilities of Monsanto Co., located at or near Anniston, Ala., 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 113362 (Sub-No. 60) (AMENDMENT), filed February 4, 1965, published FEDERAL REGISTER issue February 25, 1965, and republished as amended this issue. Applicant: ELLSWORTH FREIGHT LINES, INC., 220 East Broadway, Eagle Grove, Iowa. Applicant's at-

torney: 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: *Meats, meat products, and 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 to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Sioux City, Iowa and points in Dakota County, Nebr., to points in Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Virginia, Pennsylvania, Maryland, Delaware, West Virginia, and the District of Columbia.

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 113362 (Sub-No. 70), filed April 22, 1965. Applicant: ELLSWORTH FREIGHT LINES, INC., 220 East Broadway, Eagle Grove, Iowa. 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: *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, and except hides), from points in Dawson County, Nebr., to points in Iowa, Minnesota, Wisconsin, Indiana, Ohio, Pennsylvania, New York, Vermont, Connecticut, Rhode Island, Massachusetts, New Hampshire, Maine, Maryland, Delaware, the District of Columbia, Virginia, West Virginia, New Jersey, and Michigan.

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

No. MC 113495 (Sub-No. 19), filed May 4, 1965. Applicant: GREGORY HEAVY HAULERS, INC., 2 Main Street, Nashville, Tenn. Applicant's attorney: Wilmer B. Hill, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Heavy construction-type machinery and equipment* which because of size or weight require the use of special equipment, from Chicago, Ill., to points in North Carolina and Tennessee.

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

No. MC 113666 (Sub-No. 20) (CORRECTION), filed April 7, 1965, published FEDERAL REGISTER issue of April 28, 1965, and republished as corrected this issue. Applicant: FREIGHT TRANSPORT, INC., 1200 Butler Road, Freeport, Pa. Applicant's attorney: James W. Hagar, Commerce Building, Harrisburg, Pa., 17108. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Binder twine and baler twine*, from points on the international boundary line between the

United States and Canada located at ports of entry at Buffalo and Niagara Falls, N.Y., and Detroit, and Port Huron, Mich., to points in Connecticut, Delaware, District of Columbia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Missouri, Minnesota, Nebraska, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Vermont, Virginia, West Virginia, and Wisconsin.

NOTE: The purpose of this republication is to add the destination State of Missouri, inadvertently omitted from previous publication. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 113678 (Sub-No. 123) (AMENDMENT), filed April 5, 1965, published FEDERAL REGISTER issue April 21, 1965, amended May 7, 1965, and republished as amended this issue. Applicant: CURTIS, INC., 770 East 51st Avenue, Denver, Colo. Applicant's attorney: Duane W. Acklie, Post Office Box 2028, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products, and articles distributed by meat packinghouses*, as described 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 hides and commodities in bulk, in tank vehicles), from points in Wisconsin to points in Colorado, Iowa, Kansas, Nebraska, Ohio, Missouri, and Wyoming.

NOTE: The purpose of this republication is to include Colorado and Wyoming with the destination States shown in previous publication. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 113678 (Sub-No. 135), filed April 30, 1965. Applicant: CURTIS, INC., 770 East 51st Avenue, Denver, Colo. Applicant's attorney: Truman A. Stockton, Jr., 1650 Grant, Denver, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses* as described in appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 (272-273), from Ft. Morgan, Sterling and Brush, Colo., to Denver and Greeley, Colo.

NOTE: Applicant states it will tack the above proposed authority with its existing authority in MC 113678. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 113678 (Sub-No. 137), filed May 5, 1965. Applicant: CURTIS, INC., 770 East 51st Avenue, Denver, Colo., 80216. Applicant's attorney: Duane W. Acklie, Post Office Box 2028, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except liquid bulk commodities,

in tank vehicles, and except hides), from the plant site of Platte Valley Packing Co. located at Darr, Nebr., to points in North Carolina, South Carolina, Georgia, Alabama, and Tennessee (except Memphis, Tenn. and points in the Memphis commercial zone).

NOTE: Applicant states the above proposed operation will be restricted to traffic originating at the plant site of Platte Valley Packing Co., Darr, Nebr. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 113678 (Sub-No. 138), filed May 5, 1965. Applicant: CURTIS, INC., 770 East 51st Avenue, Denver, Colo., 80216. Applicant's attorney: Duane W. Acklie, Post Office Box 2028, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except liquid commodities in bulk, in tank vehicles and except hides), from Louisville, Ky., to points in Florida, Georgia, Tennessee, South Carolina, Alabama, Mississippi, Louisiana, North Carolina, and Virginia.

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

No. MC 113678 (Sub-No. 139), filed May 6, 1965. Applicant: CURTIS, INC., 770 East 51st Avenue, Denver, Colo., 80216. Applicant's attorney: Duane W. Acklie, Post Office Box 2028, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk), from Postville, Iowa, to points in Connecticut, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, and the District of Columbia.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 113678 (Sub-No. 140), filed May 6, 1965. Applicant: CURTIS, INC., 770 East 51st Avenue, Denver, Colo., 80216. Applicant's attorney: Duane W. Acklie, Post Office Box 2028, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Lexington, Nebr., and points within 5 miles thereof and Minden, Nebr., and points within 5 miles thereof, to points in Colorado (except Denver, Colo.), Kansas, Missouri, Iowa, Minnesota, Wisconsin, Illinois (except Chicago and its commercial zone), New York, Vermont, Connecticut, Rhode Island, Massachusetts, New Hampshire, Maine, Maryland, Delaware, the District

of Columbia, Virginia, West Virginia, New Jersey, and Michigan.

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

No. MC 113678 (Sub-No. 142), filed May 10, 1965. Applicant: CURTIS, INC., 770 East 51st Avenue, Denver, Colo., 80216. Applicant's attorney: Duane W. Ackle, Post Office Box 2028, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Lexington, Nebr., and points within 5 miles thereof, and Minden, Nebr., and points within 5 miles thereof, to points in Arizona, Arkansas, California, Idaho, Louisiana, Nevada, Oregon, Texas, Utah, and Washington.

NOTE: If a hearing is deemed necessary, applicant does not specify a place of hearing.

No. MC 113740 (Sub-No. 3), filed April 30, 1965. Applicant: FLEMING-BABCOCK, INC., Third and Branch Streets, Platte City, Mo. Applicant's attorney: Carl V. Kretsinger, Suite 510 Professional Building, Kansas City, Mo., 64106. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Rock, gravel and sand*, in bulk, in dump type vehicles, between points in Missouri, Kansas, Nebraska, and Iowa, and (2) *haydite, saturock and other building or construction aggregates*, in bulk, in dump type vehicles, between points in Missouri, Kansas, Nebraska, and Iowa.

NOTE: Applicant states the proposed operations in (1) above will be under a continuing contract with Waldo Concrete Co. of Kansas City, Mo., and the proposed operations in (2) above will be under a continuing contract with the Carter-Waters Corp. of Kansas City, Mo. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 113828 (Sub-No. 86), filed May 7, 1965. Applicant: O'BOYLE TANK LINES, INCORPORATED, 4848 Cordell Avenue, Washington 14, D.C. Applicant's attorney: William P. Sullivan, 1825 Jefferson Place NW., Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry tripolyphosphate*, in bulk, in pneumatic tank vehicles, from Carteret, N.J., to Catawba, S.C.

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

No. MC 113828 (Sub-No. 87), filed May 7, 1965. Applicant: O'BOYLE TANK LINES, INCORPORATED, 4848 Cordell Avenue NW., Washington 14, D.C. Applicant's attorney: William P. Sullivan, 1825 Jefferson Place NW., Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Vinegar*, in bulk, in tank vehicles, from Baltimore, Md., to points in Connecticut,

Massachusetts, New York, and Rhode Island.

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

No. MC 113855 (Sub-No. 107), filed May 6, 1965. Applicant: INTERNATIONAL TRANSPORT, INC., Highway 52, South, Rochester, Minn. Applicant's attorney: Gene P. Johnson, First National Bank Building, Fargo, N. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Tractors, front end loaders, lift trucks, machinery and equipment used or useful in the lumber and logging industries, and attachments and parts of the above named commodities*, from points in the Upper Peninsula of Michigan and points in Minnesota on and north of U.S. Highway 12 to points in North Dakota, South Dakota, Montana, Wyoming, Colorado, New Mexico, Idaho, Utah, Arizona, Nevada, Washington, Oregon, and California, and ports of entry on the international boundary line between the United States and Canada located in Minnesota.

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

No. MC 114019 (Sub-No. 137) (CORRECTION), filed May 3, 1965, published in FEDERAL REGISTER issue of May 19, 1965, and republished as corrected this issue. Applicant: MIDWEST EMERY FREIGHT SYSTEM, INC., 7000 South Pulaski Road, Chicago, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill.

NOTE: The above-titled application was published in the FEDERAL REGISTER without a docket number. The purpose of this republication is to show applicant's docket number as MC 114019 (Sub-No. 137).

No. MC 114106 (Sub-No. 47), filed April 22, 1965. Applicant: MAYBELLE TRANSPORT COMPANY, a corporation, Post Office Box 573, 1820 South Main Street, Lexington, N.C. Applicant's attorney: William P. Sullivan, 1825 Jefferson Place NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid corn products and blends of liquid corn products and liquid sugar*, in bulk, in tank vehicles, from points in North Carolina, to points in Alabama, Florida, Georgia, Kentucky, Maryland, North Carolina, Pennsylvania, South Carolina, Tennessee, Virginia, West Virginia, and the District of Columbia.

NOTE: Applicant states it now holds a portion of the authority as proposed above, but does not here seek duplicating rights. Applicant has contract carrier authority under MC 115176 (Sub-No. 1), therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 114239 (Sub-No. 14), filed May 3, 1965. Applicant: FARRIS TRUCK LINE, a corporation, Faucett, Mo. Applicant's attorney: Carl V. Kretsinger, 510 Professional Building, Kansas City,

Mo. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Canned goods and dried fruit*, from Hollister, Corning, Los Angeles, Fullerton, Selma, Sacramento, Modesto, Sunnyvale, Antioch, Del Ray, Vacaville, Emeryville, San Jose, Stockton, Cupertino, Santa Clara, Richmond, Merced, and Gilroy, Calif., to points in the Kansas City, Mo.-Kans. commercial zone, as defined by the Commission.

NOTE: Applicant states the proposed operations will be performed under a continuing contract, or contracts, with Isis Wholesale Grocery & Produce Co., of Kansas City, Mo. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 114284 (Sub-No. 23), filed May 10, 1965. Applicant: FOX-SMYTHE TRANSPORTATION CO., a corporation, Post Office Box 82307, Stockyards Station, Oklahoma City, Okla. Applicant's attorney: Charles D. Dudley, 419 Northwest Sixth Street, Oklahoma City 3, Okla. 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 described in Sections A, B and C, Appendix I in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk, in tank vehicles), from Little Rock, Ark., to points in Arkansas, and exempt commodities, on return.

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

No. MC 114569 (Sub-No. 73), filed April 29, 1965. Applicant: SHAFFER TRUCKING, INC., Elizabethville, Pa. Applicant's attorney: James W. Hagar, Commerce Building, Harrisburg, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Confectionery, candy, cocoa, coatings, compounds, and cough drops*, from Reading, Elizabethtown, and Litzitz, Pa., to points in Alabama, Arkansas, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, New Mexico, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, Texas, and Wisconsin.

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

No. MC 114718 (Sub-No. 12), filed April 30, 1965. Applicant: OHIO VALLEY MOTOR FREIGHT, INC., Moore's Junction, Marietta, Ohio. Applicant's attorney: James R. Stiverson, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Carbon paste*, from the plantsite of Carbon Division of Carbide Metals at or near Clarksburg, W. Va., to Marietta, Ohio.

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

No. MC 115066 (Sub-No. 8), filed May 13, 1965. Applicant: LEE MOTOR LINES, INC., Post Office Box 728, Muncie, Ind. Applicant's attorney: Donald W. Smith, Suite 511, Fidelity Building, Indianapolis, Ind., 46204. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Glass containers*, from Mundelein, Ill., to points in Indiana, Michigan, and Ohio, and points in Missouri within 10 miles of the Mississippi River, points in Kentucky within 10 miles of the Ohio River, points in Wisconsin on and south of U.S. Highway 18, and Watertown and Clyman, Wis., and returned shipments of glass containers, pallets, and skids, on return.

NOTE: Applicant states the proposed operation will be under a continuing contract with Ball Bros. Co., Inc., of Muncie, Ind. If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 115322 (Sub-No. 44), filed April 19, 1965. Applicant: BLYTHE MOTOR LINES, INC., Post Office Box 489, Sanford, Fla. Applicant's attorney: Frank B. Hand, Jr., 921 17th St. NW, Washington 6, 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, household goods, commodities in bulk, and those requiring special equipment), (1) between Jacksonville, Fla., and Tampa, Fla.; (a) from Jacksonville over U.S. Highway 90 to junction U.S. Highway 301, thence over U.S. Highway 301 to junction Interstate Highway 4, thence over Interstate Highway 4 to Tampa and return over the same route, serving all intermediate points; (b) from Jacksonville over Interstate Highway 10 to junction U.S. Highway 301, thence over U.S. Highway 301 to Waldo, Fla., thence over Florida Highway 24 to junction Interstate Highway 75, thence over Interstate Highway 75 to Tampa and return over the same route, serving all intermediate points; (2) between Jacksonville, Fla. and Orlando, Fla.; (a) from Jacksonville over U.S. Highway 17 to Orlando and return over the same route, serving all intermediate points; (b) from Jacksonville over U.S. Highway 1 to junction Interstate Highway 95 at Natural Gardens, Fla., thence over Interstate Highway 95 to junction Interstate Highway 4, thence over Interstate Highway 4 to Orlando and return over the same route, serving all intermediate points; (c) from Jacksonville over Interstate Highway 10 to junction U.S. Highway 301, thence over U.S. Highway 301 to junction U.S. Highway 441.

Thence over U.S. Highway 441 to Orlando and return over the same route, serving all intermediate points; (3) between Jacksonville, Fla., and Miami, Fla.; (a) from Jacksonville over U.S. Highway 1 to Miami and return over the same route, serving all intermediate points; (b) from Jacksonville over U.S. Highway 1 to junction Florida Highway 607, thence over Florida Highway 607 to junction Sunshine State Parkway, thence over Sunshine State Parkway to junction Interstate Highway 95, thence over Inter-

state Highway 95 to Miami and return over the same route, serving all intermediate points; (4) between Orlando, Fla., and Miami, Fla.; (a) from Orlando over Interstate Highway 4 to junction Sunshine State Parkway, thence over Sunshine State Parkway to junction Interstate Highway 95, thence over Interstate Highway 95 to Miami and return over the same route, serving all intermediate points; (b) from Orlando over Interstate Highway 4 to junction U.S. Highway 27, thence over U.S. Highway 27 to Miami and return over the same route, serving all intermediate points; (5) between Orlando, Fla., and Tampa, Fla., over Interstate Highway 4, serving all intermediate points; (6) between Tampa, Fla., and Miami, Fla.; (a) from Tampa over Florida Highway 60 to junction Sunshine State Parkway, thence over Sunshine State Parkway to junction Interstate Highway 95, thence over Interstate Highway 95 to Miami and return over the same route, serving all intermediate points; (b) from Tampa over Florida Highway 60 to junction U.S. Highway 27, thence over U.S. Highway 27 to Miami and return over the same route, serving all intermediate points; (c) from Tampa over U.S. Highway 41 to Miami and return over the same route, serving all intermediate points; in connection with (1) through (6) above, serving those off-route points located in Florida on, east, and south of a line extending from the Georgia-Florida State line over U.S. Highway 301 to Waldo, Fla., thence over Florida Highway 24 to Cedar Key, Fla.

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

No. MC 115353 (Sub-No. 6), filed May 3, 1965. Applicant: LOUIS J. KENNEDY, 342 Schuyler Avenue, Kearny, N.J. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Gypsum products and related building materials* (except commodities in bulk, and commodities which because of size or weight require the use of special equipment), from the plant and warehouse sites of Kaiser Gypsum Co., Inc., located at North Shore, Jacksonville (Duval County), Fla., to points in Georgia, South Carolina, North Carolina, Alabama, and Tennessee, and rejected and damaged shipments on return.

NOTE: Applicant states the proposed operations will be under contract with Kaiser Gypsum Co., Inc., Jacksonville, Fla. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 115716 (Sub-No. 11), filed May 10, 1965. Applicant: DENVER-LIMON-BURLINGTON TRANSFER COMPANY, a corporation, 3650 Chestnut Place, Denver, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, commodities in bulk, commodities requiring special handling, and household goods as defined by the Commission), between Limon, Colo., and Colorado Springs, Colo.; from Limon over

U.S. Highway 24 to Colorado Springs, and return over the same route, serving no intermediate points.

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

No. MC 115826 (Sub-No. 62), filed May 10, 1965. Applicant: W. J. DIGBY, INC., Box 5088 Terminal Annex, Denver 17, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cooked bakery products and bakery products ingredients*, in vehicles equipped with mechanical refrigeration, from Seelyville, Ind., and Carrollton, Mo., to points in Kansas, Nebraska, New Mexico, Arizona, California, Colorado, Nevada, Utah, Wyoming, Idaho, Oregon, Washington, and Montana.

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

No. MC 115841 (Sub-No. 238), filed May 4, 1965. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except fruit, grape juice, jams, jellies, preserves, tomato juice, and fruit beverages), from North East, Pa., to points in Tennessee, Alabama, Mississippi, and Louisiana.

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

No. MC 116073 (Sub-No. 18), filed April 29, 1965. Applicant: BARRETT MOBILE HOME TRANSPORT, INC., 1825 Main Avenue, Moorhead, Minn. Applicant's attorney: Donald E. Cross, Munsey Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *House trailers*, designed to be drawn by passenger automobiles, from Bend, Oreg., and points within five (5) miles thereof, to points in the United States, including Alaska (excluding Hawaii).

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

No. MC 116175 (Sub-No. 3), filed May 4, 1965. Applicant: J. W. DAUGHERTY, 600 Leigh Avenue, Pennington Gap, Va. Applicant's attorney: Emory H. Crockett, Jonesville, Va., 24263. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Scrap paper, scrap copper, scrap aluminum, scrap lead, and scrap iron* from Kingsport, Tenn., to Dayton, Ohio.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Big Stone Gap, Va.

No. MC 116987 (Sub-No. 20), filed May 6, 1965. Applicant: ROBERT H. CARR AND SONS, INC., R.F.D. No. 2, Malvern, Pa. Applicant's attorney: Edward M. Alfano, 2 West 45th Street, New York 36, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Caramel coloring, syrup, burnt sugar, liquid sugar,*

and blends thereof, in bulk, in tank vehicles, from Clinton, Iowa, to points in Connecticut, Delaware, the District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, Virginia, Vermont, and West Virginia, and returned, refused, and rejected shipments of the above commodities, on return.

Note: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 117416 (Sub-No. 15), filed May 5, 1965. Applicant: NEWMAN AND PEMBERTON CORPORATION, 2007 University Avenue NW., Knoxville, Tenn. Applicant's attorney: William P. Sullivan, 1825 Jefferson Place N.W., Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Newsprint paper, groundwood paper, printing paper, and woodpulp*, from Calhoun, Tenn., to points in Florida, Georgia, and Kentucky, and materials, equipment, and supplies used or useful in the manufacture of paper (except in bulk), from points in the above destination States to Calhoun, Tenn.

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

No. MC 117872 (Sub-No. 5), filed May 3, 1965. Applicant: WM. P. JOSEPH, ERNEST B. JOSEPH AND BESSIE T. JOSEPH, a partnership, doing business as A. JOSEPH & COMPANY, 352 East Woodrow Wilson Street, Jackson, Miss. Applicant's attorney: Harold D. Miller, Jr., Suite 700 Petroleum Building, Post Office Box 1250, Jackson, Miss., 39205. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Bananas*, from Freeport, Tex., to Denver, Colo., and points within 15 miles thereof and exempt commodities, on return.

Note: If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss.

No. MC 117872 (Sub-No. 6), filed May 3, 1965. Applicant: WM. P. JOSEPH, ERNEST B. JOSEPH AND BESSIE T. JOSEPH, doing business as A. JOSEPH & COMPANY, 352 East Woodrow Wilson Street, Jackson, Miss. Applicant's attorney: Harold D. Miller, Jr., Suite 700 Petroleum Building, Jackson, Miss., 39205. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Bananas*, from Mobile, Ala., to Denver, Colo., and points within 15 miles thereof, and exempt commodities on return.

Note: If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss.

No. MC 117883 (Sub-No. 47), filed May 7, 1965. Applicant: SUBLER TRANSPORT, INC., East Main Street, Versailles, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Lafayette, Ind., to points in Connecticut, Delaware, Kentucky, Maine, Maryland, Massachusetts, 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 Chicago, Ill.

No. MC 118159 (Sub-No. 19), filed May 4, 1965. Applicant: EVERETT LOWRANCE, 4916 Jefferson Highway, New Orleans, La., 70121. Applicant's attorney: Harold R. Ainsworth, 2307 American Bank Building, New Orleans 12, La. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Prepared foodstuffs* moving in vehicles equipped with mechanical refrigeration, from the plant site of the Pillsbury Co. located at or near Denison, Tex., to points in Alabama, Arkansas, Florida, Louisiana, Mississippi, Missouri, and Oklahoma, restricted to traffic originating at the plant site of the Pillsbury Co.

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

No. MC 119475 (Sub-No. 2), filed May 5, 1965. Applicant: WENDELL BOYD, Main Street, Calumet, Province of Quebec, Canada. Applicant's attorney: W. Norman Charles, 80 Bay Street, Glen Falls, N.Y. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Lumber*, from ports of entry on the international boundary line between the United States and Canada located in New Hampshire and Vermont, to points in New Hampshire and Vermont.

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

No. MC 119531 (Sub-No. 38), filed May 10, 1965. Applicant: DIECKBRADER EXPRESS, INC., 5391 Wooster Road, Cincinnati, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Plastic articles*, between Sidney, Ohio, on the one hand, and, on the other, points in Illinois, Indiana, Kentucky, Michigan, and Pennsylvania, and materials and supplies used in the manufacture, sale, and distribution of plastic articles, from points in Illinois, Indiana, Kentucky, Michigan, and Pennsylvania, to Sidney, Ohio.

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

No. MC 119767 (Sub-No. 76), filed May 7, 1965. Applicant: BEAVER TRANSPORT CO., a corporation, 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: *Beverage preparations*, from Chilton, Wis., to Waverly, Iowa.

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

No. MC 119767 (Sub-No. 78), filed May 17, 1965. Applicant: BEAVER TRANSPORT CO., a corporation, 100 South Calumet Street, Post Office Box 339, Burlington, Wis. Applicant's representative: Fred H. Figge (same address as applicant). Authority sought to oper-

ate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen potatoes and frozen potato products*, from Grand Forks, N. Dak., to Mankato and Duluth, Minn.

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

No. MC 123061 (Sub-No. 28), filed May 10, 1965. Applicant: LEATHAM BROTHERS, INC., 46 Orange Street, Salt Lake City, Utah. Applicant's attorney: Harry D. Pugsley, 600 El Paso Gas Building, Salt Lake City, Utah, 84111. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Animal and poultry mineral feed mixtures*, in packages and in mixed shipments with salt and salt products, from Lakepoint and Salt Lake City, Utah, to points in Washington, Oregon, Idaho, Montana, Wyoming, Colorado, and Nevada and exempt commodities, on return; and (2) *salt and salt products*, from Salt Lake City, Utah, to points in Washington, Oregon, Idaho, Montana, Wyoming, Colorado, and Nevada and exempt commodities, on return.

Note: If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, Utah.

No. MC 123065 (Sub-No. 2), filed May 10, 1965. Applicant: FREDERICK PHILLIPS, doing business as, SPOTSWOOD TRAIL EXPRESS, Redbone Road, Chester Springs, Pa. 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: *New furniture*, restricted to shipments moving from and to stores, warehouses, wholesale, retail, and chain outlets or other facilities of Terminal Freight Cooperative Association, from Hudson (Caldwell County), N.C., to points in Maine, Vermont, New Hampshire, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, and Pennsylvania, and returned, rejected or damaged shipments, on return.

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

No. MC 123502 (Sub-No. 15), filed April 28, 1965. Applicant: FREE STATE STONE SERVICE, INC., 10 Vernon Avenue, Glen Burnie, Md. Applicant's attorney: William J. Little, Fidelity Building, Baltimore, Md., 21201. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Ferro-alloys, alloys and ores*, in bulk, from Baltimore, Md., to points in Maryland, Virginia, West Virginia, Pennsylvania, Delaware, New Jersey, New York, Connecticut, and Ohio.

Note: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 123846 (Sub-No. 3), filed May 3, 1965. Applicant: MYRON H. CURTIS AND BETTY L. CURTIS, a partnership, doing business as, CURTIS TRAILERS, 10177 Southeast Powell Boulevard, Portland 66, Oreg. Applicant's attorney: John M. Hickson, Fail-

ing Building, Portland, Oreg. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Travel trailers and pick-up coaches*, in initial movements, in truckway service, from points in Washington County, Oreg., to points in Montana, Idaho, Utah, and points in San Francisco, San Mateo, Alameda, San Joaquin, Calaveras, Tuolumne, Alpine, Amador, Sacramento, Contra Costa, Marin, Solano, El Dorado, Placer, Sutter, Yolo, Napa, Sonoma, Mendocino, Lake, Colusa, Yuba, Nevada, Sierra, Butte, Glenn, Plumas, Tehama, Lassen, Shasta, Trinity, Humboldt, Del Norte, Siskiyou, and Modoc Counties, Calif.

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

No. MC 124123 (Sub-No. 25), filed May 7, 1965. Applicant: SCHWERTMAN TRUCKING CO., OF ILL., INC., 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: *Sand*, in bulk, from Oregon, Ill., to points in Iowa (except Davenport, Clinton, and Fairfield, Iowa).

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

No. MC 124218 (Sub-No. 6), filed May 13, 1965. Applicant: UNIT TRANSPORTATION, INC., Ford Boulevard and Fifth Street, Hamilton, Ohio. Applicant's attorney: A. J. Tener, Bank of Jamestown Building, Jamestown, N.Y., 14701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Camping trailers and advertising material* related thereto, in initial movements, from points in Lapeer County, Mich., to points in the United States (except Alaska and Hawaii), and (2) *returned shipments* of the above-specified commodities, in secondary movements, from points in the United States (except Alaska and Hawaii), to points in Lapeer County, Mich.

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

No. MC 124886 (Sub-No. 6) filed April 30, 1965. Applicant: PHILIP PICARIELLO, doing business as P & F CARRIERS, 21 Main Street, East Paterson, N.J. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J., 07306. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Nitrocellulose solutions*, in bulk, in tank vehicles, from the plantsite of Cellofilm Corp., Woodridge, N.J., to High Point, N.C.

NOTE: Applicant states that the proposed operation will be under continuing contract with Cellofilm Corp. of Woodridge, N.J. Applicant is also authorized to conduct operations as a *common carrier* in Certificate MC 26570, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 124886 (Sub-No. 7), filed May 11, 1965. Applicant: PHILIP PICARIELLO, doing business as P & F CARRIERS, 21 Main Street, East Paterson, N.J. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J., 07306. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Nitrocellulose solutions* in drums, from the plantsite of Cellofilm Corp., located at Newark, N.J., to Canton and Medina, Ohio, and (2) *resins*, in drums, from the plantsite of Cellomor Corp., located at Newark, N.J., to Canton and Medina, Ohio.

NOTE: Applicant states the above proposed operations will be under a continuing contract with Cellofilm Corp., of Woodridge, N.J. Applicant is also authorized to conduct operations as a *common carrier* in Certificate MC 26570, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 125708 (Sub-No. 20), filed May 10, 1965. Applicant: HUGH MAJOR, 150 Sinclair, South Roxana, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building, paving, and roofing materials*, from Wilmington, Ill., to points in Iowa, Kansas, Nebraska, Minnesota, and Wisconsin.

NOTE: Applicant is also authorized to conduct operations as a *contract carrier* in Permit MC 116434 and suba thereto, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 125777 (Sub-No. 57), filed April 27, 1965. Applicant: JACK GRAY TRANSPORT, INC., 3200 Gibson Transfer Road, Hammond, Ind. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime and limestone products*, in bulk, in dump vehicles, from River Rouge, Mich., to points in Illinois, Indiana, Iowa, Kentucky, Missouri, New York, Ohio, Pennsylvania, West Virginia, and Wisconsin.

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

No. MC 125777 (Sub-No. 59), filed May 7, 1965. Applicant: JACK GRAY TRANSPORT, INC., 3200 Gibson Transfer Road, Hammond, 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 irregular routes, transporting: *Lime and limestone products and dolomite*, from Chicago, Ill., to points in Ohio and Wisconsin.

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

No. MC 125777 (Sub-No. 60), filed May 7, 1965. Applicant: JACK GRAY TRANSPORT, INC., 3200 Gibson Transfer Road., Hammond, Ind. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salt*, in dump vehicles, from Chicago, Ill., to points in Iowa.

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

No. MC 125777 (Sub-No. 61), filed May 7, 1965. Applicant: JACK GRAY TRANSPORT, INC., 3200 Gibson Transfer Road, Hammond, 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 irregular routes, transporting: *Ferrous and nonferrous scrap metal*, between points in Illinois, Iowa, and Missouri.

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

No. MC 125777 (Sub-No. 62), filed May 7, 1965. Applicant: JACK GRAY TRANSPORT, INC., 3200 Gibson Transfer Road, Hammond, 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 irregular routes, transporting: *Ferrous manganese*, in dump vehicles, from Kingwood, W. Va., to points in Indiana and Illinois.

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

No. MC 125777 (Sub-No. 63), filed May 10, 1965. Applicant: JACK GRAY TRANSPORT, INC., 3200 Gibson Transfer Road, Hammond, Ind. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pig iron*, in dump vehicles, from Louisville, Ky., to points in Illinois, Indiana, and Ohio.

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

No. MC 125871 (Sub-No. 2), filed May 3, 1965. Applicant: CHESTER FRY AND MARIE E. FRY, a partnership, doing business as FRY TRUCKING, Wilton Junction, 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: (1) *Animal and poultry feed concentrates, mineral feed supplements, mixtures of trace minerals, livestock insecticides, livestock medicines, and disinfectants*, from Cedar Rapids, Iowa, to points in Arkansas, Colorado, Oklahoma, and Texas, and (2) *ingredients*, used in the manufacture of animal and poultry feed concentrates, mineral feed supplements, mixtures of trace minerals, livestock insecticides, livestock medicines, and farm disinfectants, from points in Arkansas, Colorado, Oklahoma, and Texas, to Cedar Rapids, Iowa.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 125882 (Sub-No. 2), filed May 7, 1965. Applicant: WESTERN HAULERS, INC., 1125 West 46th Avenue, Denver, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Customer's trailers*, loaded with customer's general commodities (except those of unusual value, Classes A and B explosives and household goods as defined by the Commission), between points in Colorado, Washington, Oregon, California,

Idaho, Nevada, Montana, Wyoming, Utah, Arizona, New Mexico, North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Texas, Minnesota, Iowa, Missouri, Arkansas, Louisiana, Wisconsin, and Illinois.

Note: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 126091 (Sub-No. 1), filed April 22, 1965. Applicant: K. J. FRALEY AND E. W. SCHILLING, a partnership, doing business as FRALEY AND SCHILLING, Rural Route No. 1, Rushville, Ind. Applicant's attorney: Donald W. Smith, Suite 511, Fidelity Building, Indianapolis, Ind. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) Metals and metal alloys, refractories, gravel and crushed rock, ores, and lime, and chemicals in containers, or in bulk, in dump trucks, from points in Delaware, Illinois, Indiana, Maryland, Michigan, New Jersey, New York, Ohio, Pennsylvania, Virginia, West Virginia, and Wisconsin, to the plantsites of Vanadium Corp. of America located near Mingo Junction and Byesville, Ohio, and Graham, W. Va., (2) metals and metal alloys, from the plantsites of Vanadium Corp. of America located near Mingo Junction, Ohio, and Graham, W. Va., to points in Maryland, Delaware, New Jersey, New York, Pennsylvania, Virginia, Michigan, Indiana, Illinois, Ohio, West Virginia, and Wisconsin, and (3) metals and metal alloys, and chemicals in containers, from the plantsite of Vanadium Corp. of America located near Byesville, Ohio, to points in Maryland, Delaware, New Jersey, New York, Pennsylvania, Virginia, Michigan, Indiana, Illinois, Ohio, West Virginia, and Wisconsin.

Note: Applicant states the operations as proposed are "limited to a transportation service to be performed under a continuing contract or contracts with the Vanadium Corp. of America, New York, N.Y." If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 126305 (Sub-No. 4), filed May 6, 1965. Applicant: BOYD BROTHERS TRANSPORTATION CO., INC., Route 1, Clayton, Ala. Applicant's representative: Robert E. Tate, 2031 Ninth Avenue South, Birmingham, Ala. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Lumber and pallets, from points in Alabama on and south of U.S. Highway 78 (except Houston, Montgomery, and Baldwin Counties); points in Jackson County, Fla., and Randolph County, Ga., to points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, and Virginia, and exempt commodities on return.

Note: If a hearing is deemed necessary, applicant requests it be held at Mobile, Ala.

No. MC 126594 (Sub-No. 1), filed May 10, 1965. Applicant: CUSTOMERS TRUCK SERVICE, a corporation, 1820 West Allard Avenue, Eureka, Calif. Applicant's attorney: Melvin S. Johnson, Eureka City Hall, Post Office Box 176, Eureka, Calif., 95503. Authority sought

to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Bulk cement in hopper-type vehicles, from Eureka, Calif., to points in Curry and Josephine Counties, Oreg., and (2) return shipments of cement, from points in Curry and Josephine Counties, Oreg., to points in Humboldt County, Calif.

Note: If a hearing is deemed necessary, applicant requests it be held at Eureka, Calif.

No. MC 126736 (Sub-No. 42), filed May 12, 1965. Applicant: PETROLEUM CARRIER CORPORATION OF FLORIDA, 369 Margaret Street, Jacksonville, Fla. Applicant's attorney: Martin Sack, Jr., Atlantic National Bank Building, Jacksonville, Fla., 32202. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Phosphate rock, phosphate products, and phosphate byproducts, in bulk, from points in Florida to points in Florida, Alabama, and Georgia.

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

No. MC 127110 (Sub-No. 1), filed May 5, 1965. Applicant: FEATURE FILM SERVICE, INC., 511 Fidelity Building, Indianapolis, Ind. Applicant's attorney: Donald W. Smith, Suite 511 Fidelity Building, Indianapolis, Ind., 46204. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Motion picture films, supplies, accessories, and advertising materials used in motion picture theaters, between Indianapolis, Ind., on the one hand, and, on the other, Louisville, Ky., and points in Jefferson County, Ky.

Note: If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky.

No. MC 127139EX filed April 1, 1965. Applicant: YOLANDA CRISCUOLO, doing business as NEW YORK EXPRESS, 135 Jefferson Street, Franklin Square, New York, N.Y. Applicant's attorney: George J. Gross, 37-53 82d Street, Jackson Heights, N.Y. A certificate of exemption is sought under Section 204(a) (4a), Part II, in the conduct of operations as a contract carrier, by motor vehicle (trucks) over irregular routes, transporting: Aircraft parts and equipment, from New York, N.Y., airports to various airports and aircraft hangars, in New York.

No. MC 127153 (Sub-No. 1), filed May 12, 1965. Applicant: WARREN B. FOSTER, 19 Broad Street, Woodstown, N.J. Applicant's attorney: M. J. Greenblatt, 614 Landis Avenue, Vineland, N.J. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Lime, fertilizer, and fertilizer ingredients, from Baltimore, Md., Philadelphia, Plymouth Meeting, and Bristol, Pa., to Woodstown, N.J.

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

No. MC 127187 (Sub-No. 1), filed May 6, 1965. Applicant: FLOYD DUENOW, 1412 North Cleveland, Fergus Falls,

Minn. Applicant's attorney: Gene P. Johnson, First National Bank Building, Fargo, N. Dak. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Animal and poultry feed and feed ingredients, from Weeping Water, Nebr., to points in North Dakota, South Dakota, and Minnesota.

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

No. MC 127201 (Sub-No. 1), filed May 10, 1965. Applicant: STEVENS VAN LINES, INC., 121 South Niagara Street, Saginaw, Mich. Applicant's attorney: Alan F. Wohlstetter, One 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, between points in Michigan, restricted to shipments having a prior or subsequent movement beyond the State of Michigan.

Note: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Saginaw, Mich.

No. MC 127211, filed April 23, 1965. Applicant: UNITED MOVING AND STORAGE, INC., OF DAYTON, 1728 Troy Street, Dayton, Ohio. Applicant's attorney: Earl N. Merwin, 85 East Gay Street, Columbus 15, Ohio. 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 Allen, Auglaize, Adams, Brown, Butler, Clermont, Champaign, Clinton, Clark, Darke, Fayette, Greene, Hamilton, Hardin, Highland, Logan, Montgomery, Madison, Miami, Mercer, Marion, Pike, Preble, Pickaway, Ross, Shelby, Scioto, Union, Van Wert, and Warren Counties, Ohio.

Note: Applicant states the service as proposed to be "restricted to shipments having a prior or subsequent movement beyond said counties, in containers, and further restricted to pick up and delivery service incidental to and in connection with packing, crating, and containerization or unpacking, uncrating and decontainerization of such shipments." If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 127219, filed April 26, 1965. Applicant: STEPHEN R. KERK, doing business as KERK'S AIR FREIGHT SERVICE, 1651 Espenshade Road, Lancaster, 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 Classes A and B explosives, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading and household goods as defined by the Commission), having a prior or subsequent movement by air, between the Philadelphia International Airport located in the city and county of Philadelphia, Pa., the Lancaster Airport located in Manheim Township, Lancaster County, Pa., and the Harrisburg-York State Airport located in the township of Fairview, York County, Pa., on the one

hand, and, on the other, points in Lancaster, York, Dauphin, Cumberland, Franklin, and Lebanon Counties, Pa.

NOTE: Applicant states it believes that the foregoing is exempt under section 203(b) (7) (a) of part II of the Interstate Commerce Act, but this application is filed by reason of the decision of the U.S. District Court, Eastern District of Pennsylvania, in *Air Dispatch, Inc. v. United States of America and Interstate Commerce Commission* (16 F.C.C. 81,703). (If a hearing is deemed necessary, applicant requests it be held at Harrisburg, Pa.)

No. MC 127234, filed May 6, 1965. Applicant: EDWARD BROWN, doing business as EDDIE'S TRUCKING SERVICE, 321 Malcolm Avenue, Garfield, N.J. Applicant's attorney: Alvin Altman, 1776 Broadway, New York 19, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Artist's supplies and materials, including children's art supplies*, in shipments not exceeding 800 pounds each, from New York, N.Y., to points in Bergen, Essex, Hudson, Middlesex, Morris, Passaic, Somerset, and Union Counties, N.J., and *damaged, returned, refused or rejected shipments* of the above commodities, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held in New York, N.Y.

No. MC 127236, filed May 4, 1965. Applicant: IMPERIAL VAN AND STORAGE, a corporation, 1500 West Eighth Street, Long Beach, Calif. Applicant's attorney: Joseph F. Mullins, Jr., One 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, between points in California, restricted to shipments having a prior or subsequent movement beyond said State, and further restricted to pickup and delivery services 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 Long Beach, Calif.

No. MC 127237, filed May 3, 1965. Applicant: MODERN TRANSPORTATION, INC., Post Office Box 111, Broken Bow, Nebr. Applicant's attorney: Richard A. Peterson, 605 South 14th Street, Box 2028, Lincoln, Nebr., 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products and meat byproducts, dairy products, articles distributed by meat packinghouses and such commodities* as are used by meat-packers in the conduct of their business when destined to and for use by meat-packers, as described in sections A, B, C, and D of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk, in tank vehicles), from points in Dakota County, Nebr., to points in the United States, including ports of entry located on the international boundary line between the United States and Canada (except points

in Connecticut, Delaware, District of Columbia, Hawaii, Illinois, Indiana, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and Wisconsin).

NOTE: Applicant states that the above proposed operation will be conducted under a continuing contract with Iowa Beef Packers, Inc., or its subsidiaries. If a hearing is deemed necessary, applicant does not specify place of hearing.

No. MC 127239, filed May 7, 1965. Applicant: UNIVERSAL BOW TRANSPORT INCORPORATED, Concord Industrial Park, Concord, N.H. mailing address: Post Office Box 276, Concord, N.H. Applicant's attorney: Francis E. Barrett, Jr., 182 Forbes Building, Forbes Road, Braintree, Mass., 02184. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Packaging and paperboard cartons, knocked-down*, from Bow, N.H., to points in Maryland, Virginia, North Carolina, South Carolina, Georgia, Alabama, Texas, Michigan, Ohio, Wisconsin, Illinois, Iowa, Mississippi, Minnesota, Missouri, Arkansas, Indiana, Nebraska, Colorado, Oklahoma, California, Washington, Arizona, Florida, Idaho, Kansas, Kentucky, Louisiana, Montana, Nevada, Oregon, New Mexico, North Dakota, South Dakota, Tennessee, Utah, West Virginia, and Wyoming.

NOTE: Applicant states the above proposed operation will be under a continuing contract with Universal Packaging Corp., Bow, N.H. If a hearing is deemed necessary, applicant requests it be held at Concord, N.H.

No. MC 127246, filed May 7, 1965. Applicant: MANUFACTURERS CARTAGE COMPANY, a corporation, 2927 South Broadway, St. Louis, Mo., 63118. Applicant's attorney: James M. Henderson, Investment Building, Washington, D.C., 20005. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Glass containers*, from the plant site of Lincoln Container Co., located at Lincoln, Ill., and the plant site of Owens-Illinois Glass Co., located at Alton, Ill., to the plant site of Anheuser-Busch, Inc., located at St. Louis, Mo.

NOTE: Applicant is a wholly owned subsidiary of Manufacturers Railway Co. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 127250, filed May 3, 1965. Applicant: TONY R. CRABTREE, Saffell, Ark. Applicant's attorney: Caldwell T. Bennett, Barnett Building, Batesville, Ark. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Rough lumber*, from points in Independence County, Ark., to points in Missouri, Mississippi, and Tennessee.

NOTE: Applicant states "ordinarily the truck will deadhead on return trip. However there will be occasions when there may be hauled some raw agricultural products or other exempt items." If a hearing is deemed necessary, applicant does not specify place of hearing.

No. MC 127251, filed April 30, 1965. Applicant: C. T. MONTGOMERY, Post

Office Box 241, Sunflower, Miss. Applicant's attorney: Harold D. Miller, Jr., Suite 700, Petroleum Building, Post Office Box 1250, Jackson, Miss. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural chemicals*, in packages, from the plant site of American Cyanamid Co., near Indianola, Miss., to points in Alabama, Arkansas, Louisiana, Oklahoma, Tennessee, and Texas.

NOTE: The proposed service is to be under a continuing contract with American Cyanamid Co. If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss.

No. MC 127252, filed April 30, 1965. Applicant: WAYNE TARVIN AND RICHARD TARVIN, a partnership, doing business as TARVIN TRUCKING CO., Dewey, Ill. Applicant's attorney: Mack Stephenson, 42 Fox Mill Lane, Springfield, Ill., and Allen Overtaker, Chrisman, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Machinery, and equipment, and parts thereof* (except those commodities which because of size or weight requires special equipment), between points in Iowa, Michigan, and Wisconsin, on the one hand, and on the other, Gibson City, Ill.

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

No. MC 127253, filed May 10, 1965. Applicant: GRACE LEE CORBETT, doing business as R. A. CORBETT TRANSPORT, Post Office Box 86, Lufkin, Tex. Applicant's attorney: Ewell H. Muse, Jr., Suite 415, Perry Brooks Building, Austin, Tex., 78701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Creosote oil*, in bulk, having a prior movement by water, from points in Louisiana to points in Louisiana.

NOTE: If a hearing is deemed necessary, applicant requests it be held at New Orleans, La.

No. MC 127254, filed May 10, 1965. Applicant: HAROLD P. CARTEE, 2717 Poly Drive, Billings, Mont. Applicant's attorney: J. P. Meglen, 204-205 Behner Building, 2822 Third Avenue North, Billings, Mont. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lumber and lumber products, including plywood*, from points in Montana, to points in Wyoming.

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

No. MC 127255, filed May 10, 1965. Applicant: STEVENS VAN LINES-BAY CITY, INC., 1220 North Sheridan Street, Bay City, Mich. Applicant's attorney: Alan F. Wohlstetter, One 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, (a) between points in Bay, Huron, Tuscola, Saginaw, Gratiot, Midland, Isabella, Clare, Gladwin, Arenac, Ogemaw,

Iosco, Oscoda, Alcona, and Alpena Counties, Mich., and (b) between points in the above counties, on the one hand, and, on the other, points in Michigan, restricted to shipments having a prior or subsequent movement beyond said counties.

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

No. MC 127256, filed May 10, 1965. Applicant: MUSO TRUCKING CO., INC., Harding Highway, Richland, N.J. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J., 07306. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Wearing apparel and supplies*, between Gastonia, N.C., on the one hand, and, on the other, New York, N.Y., Paramus and Newark, N.J.

NOTE: Applicant states that the proposed service will be under continuing contract with Kay Karen, Inc., of New York, N.Y. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 127260, filed May 12, 1965. Applicant: READING AUCTION TRANSPORTATION CORP., 157 B Grant Avenue, Islip, N.Y. Applicant's attorney: Samuel O. Kuflik, 253 Broadway, New York 7, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used motor vehicles*, between New York, N.Y., and points in Nassau and Suffolk Counties, N.Y., on the one hand, and, on the other, Caldwell and Borden-town, N.J., and Reading and Manheim, Pa.

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

MOTOR CARRIERS OF PASSENGERS

No. MC 46492 (Sub-No. 1), filed May 10, 1965. Applicant: BEE LINE, INC., Nassau Street, Rockville Centre, N.Y. Applicant's attorney: James F. Conway, 51 Front Street, Rockville Centre, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, beginning and ending at points in Nassau County, N.Y., and extending to points in Connecticut, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Virginia, and the District of Columbia.

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

No. MC 107078 (Sub-No. 4), filed May 10, 1965. Applicant: S M T (EASTERN) LIMITED, 58 King Street, St. John, New Brunswick, Canada. Applicant's attorney: Francis E. Barrett, Jr., 182 Forbes Building, Forbes Road, Braintree, Mass., 02184. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage* in the same vehicle with passengers, in round trip charter operations, beginning and ending at ports of entry on the international boundary line between the

United States and Canada located in Maine, New Hampshire, Vermont, New York, and Michigan, and extending to points in the United States (except Alaska and Hawaii).

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

No. MC 107583 (Sub-No. 32), filed May 3, 1965. Applicant: SALEM TRANSPORTATION CO., INC., 113 West 42d Street, Suite 1004, New York, N.Y., 10036. Applicant's attorney: George H. Rosen, 291 Broadway, New York 7, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Express, newspapers, and mail*, in the same vehicle with passengers, (1) between Fort Dix, McGuire Air Force Base and Wrightstown, N.J., and points in the townships of New Hanover, North Hanover, Chesterfield, Bordentown, Mansfield, Springfield, and Pemberton, in Burlington County, N.J., on the one hand, and, on the other, Philadelphia International Airport, Philadelphia, Pa., La Guardia Airport, John F. Kennedy International Airport (formerly Idlewild), Fort Hamilton, and Manhattan Beach Air Force Base, New York, N.Y.; (2) between New York, N.Y., and Philadelphia, Pa., on the one hand, and, on the other, Atlantic City, N.J.; (3) between Atlantic City, N.J., on the one hand, and, on the other, Wilmington, Del., Baltimore, Md., and Washington, D.C.; (4) between Philadelphia, Pa., and John F. Kennedy International Airport (formerly Idlewild), New York, N.Y.; and (5) between Atlantic City, N.J., on the one hand, and, on the other, points in Westchester County, N.Y.

NOTE: Applicant states it now holds authority to transport passengers between the points aforesaid. The purpose of this application is to secure authority to transport express, newspapers, and mail in the same vehicle with passengers. Duplicating authority is not sought. If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 124372 (Sub-No. 9), filed April 30, 1965. Applicant: BROWN'S CONNECTICUT AIRPORT SERVICE, INC., Eastbound Railroad Station, Stamford, Conn. Applicant's representative: Charles H. Trayford, 220 East 42d Street, New York 17, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage, and pets*, limited to the transportation of not more than 11 passengers in any one vehicle, not including the driver thereof, in special operations, beginning and ending at East Haven and Milford, Conn. and extending to La Guardia Airport and Kennedy International Airport, located at New York, N.Y.

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

APPLICATIONS FOR BROKERAGE LICENSES

MOTOR CARRIERS OF PASSENGERS

No. MC 12954, filed May 3, 1965. Applicant: ROGER L. TROMPH, doing business as, TROMP TOURS, 19 Coolidge Park, Wakefield, Mass. Applicant's at-

torney: Jeanne M. Hesson, 5 Potosi Street, Dorchester, Mass. For a license (BMC 5) to engage in operations as a *broker* at Wakefield, Mass., in arranging for the transportation in interstate or foreign commerce, of *passengers and their baggage*, in special and charter operations, between points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Ohio, Maryland, Virginia, West Virginia, North Carolina, South Carolina, Georgia, Florida, Tennessee, Kentucky, Indiana, Illinois, Michigan, District of Columbia, and the ports of entry located on the international boundary line between the United States and Canada.

WATER CARRIERS OF PROPERTY

No. W-78 (Sub-No. 8) (MISSISSIPPI VALLEY BARGE LINE COMPANY—EXTENSION—ARKANSAS RIVER), filed May 12, 1965. Applicant: MISSISSIPPI VALLEY BARGE LINE COMPANY, a corporation, 411 North 7th Street, St. Louis, Mo., 63101. Applicant's attorney: Harry C. Ames, Transportation Building, Washington, D.C., 20006. Application of Mississippi Valley Barge Line Co. filed May 12, 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 non-self-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 from Catoosa, Okla. to the confluence of the Arkansas River 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 on other waterways it is authorized to serve pursuant to its certificate of public convenience and necessity issued November 4, 1957, in Docket No. W-78, as amended.

No. W-552 (Sub-No. 13) (AMERICAN COMMERCIAL LINES, INC. EXTENSION—ARKANSAS RIVER), filed May 13, 1965. Applicant: AMERICAN COMMERCIAL LINES, INC., 1030 East Market Street, Jeffersonville, Ind. Application of American Commercial Lines, Inc., filed May 13, 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 non-self-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 on the Arkansas and Verdigris Rivers, from Catoosa, Okla., to the confluence of the Arkansas River with the Mississippi River, including the Arkansas Post Canal, and (b) between ports and points specified in (a) above, on the one hand, and, on the other, ports and points on the following rivers, including the ports named: Allegheny River below East Brady, Pa.; Cumberland River below Old Hickory, Tenn.; Green River; Illinois Waterway; Kanawha River below Gauley Bridge, W. Va.; Minnesota River below Shakopee, Minn.; Monongahela River below Fairmont, W. Va.; Ohio River; St.

Croix River below Stillwater, Minn.; Tennessee River and its tributaries, and White River, below Newport, Ark.

NOTE: Applicant states the proposed operations will be reasonable between March 1st and December 15th inclusive.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN REQUESTED

MOTOR CARRIERS OF PROPERTY

No. MC 29130 (Sub-No. 98), filed May 10, 1965. Applicant: THE ROCK ISLAND MOTOR TRANSIT COMPANY, a corporation, 2744 Southeast Market Street, Des Moines, Iowa. Applicant's attorney: James E. Sykes, 139 West Van Buren Street, Chicago, Ill., 60605. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities (except nitroglycerin, commodities of unusual value, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between the junction U.S. Highway 6 and Iowa Highway 76 and Nichols, Iowa over Iowa Highway 76, serving no intermediate points, but serving the junction of Iowa Highways 22 and 76 and junction U.S. Highway 6 and Iowa Highway 76 for the purpose of joinder only.

No. MC 69275 (Sub-No. 37), filed February 25, 1965. Applicant: M & M TRANSPORTATION COMPANY, a corporation, 250 Mystic Avenue, Somerville, Mass. Applicant's attorney: Herbert Burstein, 160 Broadway, New York, N.Y., 10038. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: (A) General commodities (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) between Worcester and Ashburnham, Mass. over Massachusetts Highway 12, serving all intermediate points, (2) between Fitchburg and Lunenburg, Mass. over Massachusetts Highway 2A, serving all intermediate points, (3) between Worcester and Gardner, Mass., from Worcester over Massachusetts Highway 122A to junction Massachusetts Highway 68, thence over Massachusetts Highway 68 to Gardner, serving all intermediate points, (4) between Worcester and Erving, Mass., from Worcester over Massachusetts Highway 12 to West Boylston, thence over Massachusetts Highway 140 to Westminster, thence over Massachusetts Highways 2A and 2 to Erving, serving all intermediate points, (5) between Worcester and Orange, Mass. over Massachusetts Highway 122, serving all intermediate points, (6) between Worcester and Ware, Mass. over Massachusetts Highway 9, serving all intermediate points, (7) between West Brookfield, and West Warren, Mass. over Massachusetts Highway 67, serving all intermediate points, (8) between Springfield and Palmer, Mass. over Massachusetts Highway 20, serving all intermediate points, (9) between Monson and Three Rivers, Mass., from Monson over Massachusetts Highway 32 to Palmer

Center, thence over unnumbered highway to Three Rivers, serving all intermediate points, (10) between Springfield and South Hadley, Mass., from Springfield over Massachusetts Highway 33 to junction Massachusetts Highway 116.

Thence over Massachusetts Highway 116 to South Hadley, serving all intermediate points, (11) between Springfield and Turners Falls, Mass., from Springfield over U.S. Highway 5 to Greenfield, thence over Massachusetts Highways 2 and 2A to Turners Falls, serving all intermediate points, (12) between Easthampton, Mass., and the junction U.S. Highway 5 and Massachusetts Highway 116, from Easthampton over Massachusetts Highway 10 to junction Massachusetts Highway 9, thence over Massachusetts Highway 9 to junction Massachusetts Highway 116, thence over Massachusetts Highway 116 to junction U.S. Highway 5, serving all intermediate points, (13) between Easthampton and Mt. Tom, Mass. over unnumbered highway, serving all intermediate points, (14) between Springfield and Southwick, Mass., from Springfield over U.S. Highway 20 to junction Massachusetts Highway 147, thence over Massachusetts Highway 147 to junction Massachusetts Highway 57, thence over Massachusetts Highway 57 to Southwick, serving all intermediate points, (15) between Southwick and South Hadley, Mass., from Southwick over U.S. Highway 202 to junction Massachusetts Highway 116, thence over Massachusetts Highway 116 to South Hadley, serving all intermediate points, (16) between Springfield and Russell, Mass. over U.S. Highway 20, serving all intermediate points, (17) between Springfield and Williamstown, Mass., from Springfield over U.S. Highway 5 to junction Massachusetts Turnpike, thence over Massachusetts Turnpike to junction U.S. Highway 20 near Lee, thence over U.S. Highway 20 to Pittsfield, thence over Massachusetts Highway 9 to junction Massachusetts Highway 8, thence over Massachusetts Highway 8 to North Adams, thence over Massachusetts Highway 2 to Williamstown, serving all intermediate points, (18) between Pittsfield and Dalton, Mass. over Massachusetts Highway 9, serving all intermediate points.

NOTE: Applicant states service is proposed from or to off-route points within 5 miles of the above-specified routes. Service is proposed over the above-specified routes in both directions.

B—General commodities (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), 1(a) between New Haven and Hartford, Conn., over U.S. Highway 5, (b) between New Haven and Hartford, Conn.: From New Haven over Connecticut Highway 17 to Middletown, thence over Connecticut Highway 9 to Hartford, (2) between Bristol, Conn., and junction U.S. Highway 5 and Connecticut Highway 72 (near Berlin) over Connecticut Highway 72, (3) (a) between New Haven and Pawcatuck, Conn., over U.S. Highway 1, (b) between New Haven and Paw-

catuck, Conn., from New Haven over Interstate Highway 95 to junction U.S. Highway 1, at or near Old Saybrook, thence over U.S. Highway 1 to Pawcatuck, (4) (a) between New Haven and Taftville, Conn., from New Haven over Interstate Highway 95 to junction Connecticut Highway 32, thence over Connecticut Highway 32 to junction Connecticut Highway 169, thence over Connecticut Highway 169 to Taftville, (b) from New Haven over U.S. Highway 1 to junction Interstate Highway 95 near Old Saybrook, thence over Interstate Highway 95 to junction Connecticut Highway 32, thence over Connecticut Highway 32 to junction Connecticut Highway 169, thence over Connecticut Highway 169 to Taftville, (5) (a) between New London and Norwich, Conn., over Connecticut Highway 32, (b) between New London and Norwich, Conn., from New London over U.S. Highway 1 to junction Connecticut Highway 12, thence over Connecticut Highway 12 to Norwich, (6) between New Haven and Torrington, Conn., from New Haven over Connecticut Highway 34 to junction Connecticut Highway 8, thence over Connecticut Highway 8 to Torrington, (7) between New Haven and Greenwich, Conn., over U.S. Highway 1 (also over Interstate Highway 95).

NOTE: Serving all intermediate points on the above-specified routes and off-route points within 5 miles of the above specified routes, restricted to traffic moving from, to, or via New Haven, Conn.

Service is proposed over the above-specified routes in both directions. C—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, bakery goods and containers, and metal office furniture and equipment), (1) between New York, N.Y., and York, Pa., from New York by Holland Tunnel to U.S. Highway 1 at Jersey City, N.J., thence over U.S. Highway 1 to Philadelphia, Pa., thence over U.S. Highway 30 to York, (2) between New York, N.Y., and York, Pa., from New York by Holland Tunnel to U.S. Highway 1 at Jersey City, N.J., thence over U.S. Highway 1 to Newark, thence over U.S. Highway 22 to junction Pennsylvania Highway 100, thence over Pennsylvania Highway 100 to junction U.S. Highway 222, thence over U.S. Highway 222 to junction U.S. Highway 30, thence over U.S. Highway 30 to York, (3) between New York, N.Y., and Scranton, Pa., from New York by Holland Tunnel to U.S. Highway 1 at Jersey City, N.J., thence over U.S. Highway 1 to Newark, thence over U.S. Highway 22 to junction New Jersey Highway 69, thence over New Jersey Highway 69 to Buttzville, N.J., thence over U.S. Highway 46 to junction U.S. Highway 611, thence over U.S. Highway 611 to junction Pennsylvania Highway 307, thence over Pennsylvania Highway 307 to Scranton, (4) between Scranton and Philadelphia, Pa., from Scranton over U.S. Highway 11 to junction Pennsylvania Turnpike, Northeast Extension, thence over Pennsylvania Turnpike, Northeast Extension, to junction Pennsylvania Turnpike, thence over Pennsylvania Turnpike to

junction U.S. Highway 422, thence over U.S. Highway 422, to Philadelphia, serving the off-route point of Allentown, Pa., (5) between New York, N.Y., and York, Pa., from New York by Holland Tunnel to U.S. Highway 1 at Jersey City, N.J., thence over U.S. Highway 1 to Newark, thence over U.S. Highway 22 to Harrisburg, Pa.

Thence over Interstate Highway 83 to York, (6) between New York, N.Y., and Harrisburg, Pa., from New York by George Washington Bridge to U.S. Highway 46, thence over U.S. Highway 46 to junction New Jersey Turnpike, thence over New Jersey Turnpike to junction Pennsylvania connection of the New Jersey Turnpike, thence over Pennsylvania connection with New Jersey Turnpike to Pennsylvania Turnpike, thence over Pennsylvania Turnpike to Harrisburg, (7) between New York, N.Y., and Scranton, Pa., from New York by George Washington Bridge to U.S. Highway 46, thence over U.S. Highway 46 to junction U.S. Highway 611, thence over U.S. Highway 611 to junction Pennsylvania Highway 307, thence over Pennsylvania Highway 307 to Scranton, (8) between New York, N.Y., and junction U.S. Highway 1 and New Jersey Highway 3, by Lincoln Tunnel.

Note: Service is proposed from or to all intermediate points in New Jersey on the above-specified routes, from or to all intermediate points in Pennsylvania on the above-specified routes and from or to all points in Pennsylvania within 5 miles of the above-specified routes.

Service is proposed in both directions on the above-specified routes, (9) between Allentown, Pa., and Hackettstown, N.J., from Allentown over U.S. Highway 22 to junction New Jersey Highway 24, thence over New Jersey Highway 24 to Hackettstown, (10) between Allentown, Pa., and Flemington, N.J., from Allentown over U.S. Highway 22 to junction New Jersey Highway 69, thence over New Jersey Highway 69 to Flemington, (11) between Allentown and Stroudsburg, Pa., from Allentown over U.S. Highway 22 to junction U.S. Highway 611, thence over U.S. Highway 611 to junction U.S. Alternate Highway 611, thence over U.S. Alternate Highway 611 to Stroudsburg, (12) between Allentown and Pen Argyl, Pa., from Allentown over U.S. Highway 22 to junction Pennsylvania Highway 512, thence over Pennsylvania Highway 512 to junction Pennsylvania Highway 115, thence over Pennsylvania Highway 115 to Wind Gap.

Thence over unnumbered highway to Pen Argyl, (13) between Allentown and Hazleton, Pa., from Allentown over U.S. Highway 22 to junction U.S. Highway 309, thence over U.S. Highway 309 to Hazleton, (14) between Allentown and Tamaqua, Pa., from Allentown over Pennsylvania Highway 145 to junction Pennsylvania Highway 45, thence over Pennsylvania Highway 45 to junction U.S. Highway 209, thence over U.S. Highway 209 to Tamaqua, (15) between Allentown and Kutztown, Pa., over U.S. Highway 222, (16) between Allentown and Doylestown, Pa., from Allentown over city streets to Bethlehem, thence over Pennsylvania Highway 412 to junc-

tion U.S. Highway 611, thence over U.S. Highway 611 to Doylestown, (17) between Allentown and Lansdale, Pa., over U.S. Highway 309, (18) between Allentown and Spring City, Pa., from Allentown over U.S. Highway 309 to junction Pennsylvania Highway 29, thence over Pennsylvania Highway 29 to junction Pennsylvania Highway 113, thence over Pennsylvania Highway 113 to Trappe, thence over unnumbered highway by Royersford to Spring City, (19) between Allentown and Boyertown, Pa., from Allentown over U.S. Highway 309 to junction Pennsylvania Highway 29, thence over Pennsylvania Highway 29 to junction Pennsylvania Highway 100, thence over Pennsylvania Highway 100 to Boyertown, (20) between Scranton and Honesdale, Pa., over U.S. Highway 6, (21) between Scranton and Tobyhanna, Pa., from Scranton over Pennsylvania Highway 307 to junction U.S. Highway 611, thence over U.S. Highway 611 to Tobyhanna, (22) between Scranton and Danville, Pa., over U.S. Highway 11 (23) between Scranton and Daleville, Pa., from Scranton over U.S. Highway 11 to junction Pennsylvania Highway 502, thence over Pennsylvania Highway 502 to Daleville, (24) between Scranton and Wilkes-Barre, Pa., from Scranton over U.S. Highway 11 to junction Pennsylvania Highway 315, thence over Pennsylvania Highway 315 to Wilkes-Barre, (25) between Wilkes-Barre and Blakeslee, Pa., over Pennsylvania Highway 115, (26) between Wilkes-Barre and West Nanticoke, Pa., from Wilkes-Barre over unnumbered highway to junction U.S. Highway 11.

Thence over U.S. Highway 11 to West Nanticoke, (27) between Wilkes Barre and Hazleton, Pa., over U.S. Highway 309 (also from Wilkes Barre over U.S. Highway 309 to junction Pennsylvania Highway 437, thence over Pennsylvania Highway 437 to junction Pennsylvania Highway 940, thence over Pennsylvania Highway 940 to Hazleton), (28) between Hazleton and Shickshinny, Pa., over Pennsylvania Highway 29, (29) between Reading and Sunbury, Pa., over Pennsylvania Highway 61, (30) between Pottsville and Minersville, Pa., from Pottsville over U.S. Highway 209 to junction Pennsylvania Highway 901, thence over Pennsylvania Highway 901 to Minersville, (31) between Reading and Phoenixville, Pa., from Reading over Pennsylvania Highway 10 to junction Pennsylvania Highway 724, thence over Pennsylvania Highway 724 to junction Pennsylvania Highway 23, thence over Pennsylvania Highway 23 to Phoenixville, (32) between Reading and West Chester, Pa., from Reading over Pennsylvania Highway 10 to junction U.S. Highway 322, thence over U.S. Highway 322 to West Chester, (33) between Kennett Square, Pa., and junction Pennsylvania Highway 82 and U.S. Highway 322, over Pennsylvania Highway 82, (34) between Reading and Lancaster, Pa., over U.S. Highway 222, (35) between Lancaster and Morgantown, Pa., over Pennsylvania Highway 23, (36) between Lititz and Brownstown, Pa., over Pennsylvania Highway 772, (37) between Reading and Lebanon, Pa., over U.S. Highway 422, (38) between York and

Harrisburg, Pa., over Interstate Highway 83, (39) between York and York Haven, Pa., from York over Interstate Highway 83 to junction Pennsylvania Highway 181, thence over Pennsylvania Highway 181 to York Haven, (40) between York and Harrisburg, Pa., from York over U.S. Highway 30 to junction Pennsylvania Highway 441, thence over Pennsylvania Highway 441 to junction Pennsylvania Highway 743, thence over Pennsylvania Highway 743 to junction U.S. Highway 230, thence over U.S. Highway 230 to Harrisburg, (41) between Elizabethtown and Annville, Pa., from Elizabethtown over Pennsylvania Highway 743 to junction U.S. Highway 422, thence over U.S. Highway 422 to Annville, (42) between Marietta and Manheim, Pa., from Marietta over Pennsylvania Highway 141 to Mt. Joy.

Thence over unnumbered highway to Manheim, (43) between York and Dillsburg, Pa., over Pennsylvania Highway 74, (44) between York and Gettysburg, Pa., over U.S. Highway 30, (45) between York and Littlestown, Pa., from York over U.S. Highway 30 to junction Pennsylvania Highway 116, thence over Pennsylvania Highway 116 to junction Pennsylvania Highway 194, thence over Pennsylvania Highway 194 to Littlestown, (46) between Hanover and Gettysburg, Pa., over Pennsylvania Highway 116, (47) between Hanover and York Springs, Pa., over Pennsylvania Highway 94, (48) between Hanover and East Berlin, Pa., over Pennsylvania Highway 194, (49) between Gettysburg and Dillsburg, Pa., from Gettysburg over U.S. Alternate Highway 15 to junction U.S. Highway 15, thence over U.S. Highway 15 to Dillsburg, (50) between Hanover and Spring Grove, Pa., from Hanover over Pennsylvania Highway 216 to junction Pennsylvania Highway 516, thence over Pennsylvania Highway 516 to Spring Grove, (51) between York and New Freedom, Pa., from York over Interstate Highway 83 to junction Pennsylvania Highway 851, thence over Pennsylvania Highway 851 to junction Pennsylvania Highway 516, thence over Pennsylvania Highway 516 to New Freedom, (52) between York and Railroad, Pa., from York over U.S. Highway 30 to junction Pennsylvania Highway 616, thence over Pennsylvania Highway 616 to Railroad, (53) between York and Delta, Pa., from York over Pennsylvania Highway 74 to junction Pennsylvania Highway 851, thence over unnumbered highway to Delta.

Note: Service is proposed from or to all intermediate points and off-route points within 5 miles of the routes specified above. Service is proposed in both directions on the above-specified routes. 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 carriers operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 103993 (Sub-No. 199) (AMENDMENT), filed February 2, 1965, published in FEDERAL REGISTER issue of February 25, 1965, and republished as amended this issue. Applicant: MORGAN DRIVE AWAY, INC., 2800 Lexington Avenue, Elkhart, Ind. Applicant's

attorney: John E. Lesow, 3737 North Meridian Street, Indianapolis, Ind., 46208. 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 truck-away service, and *component parts thereof* when shipped therewith, and *portable buildings and campers and camp coaches*, from all points in Virginia (except Fairfax County, and except the points of South Hill, and points within 15 miles thereof, Strasburg, Alexandria, Norfolk, and Petersburg, Va.), to all points in the United States (except Alaska and Hawaii).

NOTE: The purpose of this republication is to more clearly set forth the proposed operation.

No. MC 109515 (Sub-No. 7), filed May 10, 1965. Applicant: OZELLA KIMBROUGH HARRINGTON, doing business as KIMBROUGH TRUCKING COMPANY, Post Office Box 604, Benson, Ariz. Applicant's attorney: Earl H. Carroll, 363 North First Avenue, Phoenix, Ariz., 85003. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *High explosives and nitro carbo nitrates, blasting supplies, and accessories*, from Curtiss, Ariz., to the Ozark Lead Co.'s underground mines located approximately 20 miles northwest of Ellington, Mo.

NOTE: Applicant states it will perform the above-proposed service for the Apache Powder Co., Curtiss, Ariz.

No. MC 119018 (Sub-No. 2), filed May 3, 1965. Applicant: MICHAEL TIANO, 1003 Laings Avenue, West Bristol, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise as is dealt in by retail department stores, and returned or damaged merchandise*, between points in Willingboro and Burlington Counties, N.J., on the one hand, and, on the other, points in Bucks, Montgomery, and Philadelphia Counties, Pa.

No. MC 123061 (Sub-No. 27), filed May 7, 1965. Applicant: LEATHAM BROTHERS, INC., 46 Orange Street, Salt Lake City, Utah. Applicant's attorney: Harry D. Pugsley, 600 El Paso Gas Building, Salt Lake City 11, Utah. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal and poultry byproducts* (such as blood meal, feather meal, bone meal, green hides, and meat meal), in bulk and in containers, in open trailers, (1) from Butte, Great Falls, and Billings, Mont., to points in Idaho and Utah, (2) from Butte, Great Falls, and Billings, Mont., points in Idaho and points in Cache, Baxelder, Weber, and Davis Counties, Utah, to points in Washington, Oregon, and California, and *exempt commodities* on return.

No. MC 123805 (Sub-No. 2), filed April 30, 1965. Applicant: G. H. LOMAX, Rural Route No. 1, 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 irregular

routes, transporting: *Lime*, dry, in bulk, from points in Adams County, Ill., to Kansas City, Mo.

No. MC 124070 (Sub-No. 10), filed May 7, 1965. Applicant: CHEMICAL HAULERS, INC., 5723 Kennedy Avenue, Hammond, Ind. Applicant's attorney: Howell Ellis, Suite 616-618 Fidelity Building, 111 Monument Circle, Indianapolis, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fluorocarbons and hydrocarbons*, in shipper-owned equipment, from Michigan City, Ind., to points in Illinois, and *empty trailers* used for transporting the commodities specified above, on return.

No. MC 125422 (Sub-No. 3), filed February 26, 1965. Applicant: BI-STATE EXPRESS, INC., Old Fairfield Road, Mt. Vernon, Ill. 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 in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) between St. Louis, Mo., and McLeansboro, Ill., from St. Louis, Mo., over U.S. Highway 50 to junction Illinois Highway 161, thence over Illinois Highway 161 to junction Illinois Highway 15, thence over Illinois Highway 15 to junction U.S. Highway 460, thence over U.S. Highway 460 to McLeansboro and return over the same route, serving all intermediate points and the off-route points of Damiansville, Woodlawn and Thackery, (2) between St. Louis, Mo., and Mt. Carmel, Ill., from St. Louis, Mo., over U.S. Highway 50 to junction Illinois Highway 130, thence over Illinois Highway 130 to junction Illinois Highway 15, thence over Illinois Highway 15 to Mt. Carmel and return over the same route, serving all intermediate points and the off-route points of Shiloh, Ferrin, Iuka, Xenia, Camp Travis, Calhoun, West Salem, and Bone Gap, (3) between St. Louis, Mo., and Nashville, Ill., from St. Louis, Mo., over U.S. Highway 50 to junction Illinois Highway 127.

Thence over Illinois Highway 127 to Nashville, and return over the same route, serving all intermediate points, (4) between St. Louis, Mo., and Carmi, Ill., from St. Louis, Mo., over U.S. Highway 50 to junction U.S. Highway 45, thence over U.S. Highway 45 to junction U.S. Highway 460, thence over U.S. Highway 460 to Carmi and return over the same route, serving all intermediate points and the off-route points of Bungay, Liberty, Barnhill, Enterprise, and Rinard, (5) between Albion, Ill., and St. Louis, Mo., from Albion over Illinois Highway 15 to junction U.S. Highway 45, thence over U.S. Highway 45 to junction unnumbered highway, thence over unnumbered highway to junction Illinois Highway 37 where unnumbered highway becomes Illinois Highway 161, thence over Illinois Highway 161 to junction U.S. Highway 50, thence over U.S. Highway 50 to St. Louis, and return over the same route,

serving all intermediate points and the off-route points of Ellery, Goldengate, Walnut Hill, and Scott Air Force Base, (6) between Mt. Carmel and Mt. Vernon, Ill., from Mt. Carmel over Illinois Highway 1 to junction U.S. Highway 460, thence over U.S. Highway 460 to junction Illinois Highway 142, thence over Illinois Highway 142 to junction Illinois Highway 15, thence over Illinois Highway 15 to Mt. Vernon and return over the same route, serving all intermediate points and the off-route points of Phillipstown, Garrison, Belle Prairie, Bluford, and Keenville, (7) between Fairfield, Ill., and St. Louis, Mo., from Fairfield, Ill., over Illinois Highway 15 to junction Illinois Highway 37, thence over Illinois Highway 37 to junction U.S. Highway 50, thence over U.S. Highway 50 to St. Louis, and return over the same route, serving the intermediate point of Rome, and the off-route points of Sims and Kell, (8) between Mt. Vernon, Ill., and St. Louis, Mo., from Mt. Vernon over Illinois Highway 15 to junction U.S. Highway 460.

Thence over U.S. Highway 460 to junction U.S. Highway 51, thence over U.S. Highway 51 to junction U.S. Highway 50, thence over U.S. Highway 50 to St. Louis, and return over the same route, serving the intermediate points of Richview, Centralia and Central City, Ill., (9) between Okawville and Central City, Ill., from Okawville over Illinois Highway 177 to junction U.S. Highway 51, thence over U.S. Highway 51 to Central City and return over the same route, serving all intermediate points, (10) between Olney and Mt. Carmel, Ill., from Olney, Ill., over U.S. Highway 50 to junction Illinois Highway 1, thence over Illinois Highway 1 to Mt. Carmel and return over the same route, serving all intermediate points and the off-route points of Claremont, Sumner, Bridgeport, State Line, and St. Francisville, (11) between Sandoval and Salem, Ill., from Sandoval over U.S. Highway 51 to Vernon, thence over unnumbered highway to junction Illinois Highway 37, thence over Illinois Highway 37 to junction U.S. Highway 50 and return over the same route, serving all intermediate points and the off-route points of Boulder, Brubaker, Omega and Kinmundy, (12) between Albion and Grayville, Ill., over Illinois Highway 130, serving all intermediate points.

NOTE: 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.

MOTOR CARRIERS OF PASSENGERS

No. MC 126380 (Sub-No. 1), filed May 7, 1965. Applicant: SALTER'S EXPRESS COMPANY, INCORPORATED, West Street, Simsbury, Conn. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Migrant workers*, as defined in section 203(a) (23) of the Interstate Commerce Act, for the account of Culbro Tobacco Division of General Cigar Co., Inc., beginning and ending at Granby, Simsbury, and West Hartford, Conn.,

and extending to points in Hampden County, Mass., and Suffield, Conn.

Note: Applicant states that the proposed operation will be seasonal between June 15 and September 15, both inclusive. Applicant is also authorized to conduct operations as a common carrier of freight under Certificate No. MC 38650 and subs thereunder.

By the Commission.

[SEAL]

BERTHA F. ARMES,
Acting Secretary.

[P.R. Doc. 65-5485; Filed, May 25, 1965;
8:47 a.m.]

[Notice 1179]

MOTOR CARRIER TRANSFER PROCEEDINGS

MAY 21, 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 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-67621. By order of May 20, 1965, the Transfer Board approved the transfer to Venti's Boston & Quincy Express Co., Inc., 113 Shaw Street, Braintree, Mass., of the Certificate of Registration in No. MC-49088 (Sub-No. 1), issued December 11, 1963, to Donato Venti, doing business as Venti's Express, and transferred by order entered July 28, 1964, in No. MC-FC-67088, to Patsy Delforno and Arthur Durante, a partnership, doing business as Venti's Boston & Quincy Express, 113 Shaw Street, Braintree, Mass., authorizing transportation in interstate or foreign commerce corresponding to the grant of authority in

common carrier certificate No. 3303, dated May 29, 1939, issued by the Department of Public Utilities of the Commonwealth of Massachusetts.

No. MC-FC-67743. By order of May 20, 1965, the Transfer Board approved the transfer to Shropshire Trucking, Inc., 415 Westwood Avenue, Lindsay, Calif., of the operating rights in Certificate No. MC-73037 issued January 30, 1950, to Jim B. Shropshire, 415 Westwood Avenue, Lindsay, Calif., authorizing the transportation, over regular routes, of citrus fruits, and olives, in containers, and canned goods, between specified points and areas in California.

No. MC-FC-67778. By order of May 20, 1965, the Transfer Board approved the transfer to Alvin D. Frey, Inc., Hanover, Pa., of the operating rights issued by the Commission October 10, 1942, May 16, 1947, April 5, 1949, August 2, 1951, and January 25, 1965, under Permits Nos. MC-77874, MC-77874 (Sub-No. 1), MC-77874 (Sub-No. 3), MC-77874 (Sub-No. 4), and MC-77874 (Sub-No. 6), respectively, to Alvin D. Frey, Hanover, Pa., authorizing the transportation of canned goods, over regular routes, from Hanover, Pa., to New York, N.Y.; from Hanover, Pa., to Wilmington, Del.; canned fruits and vegetables, from Hanover, Pa., to points in New York, except New York City, and points in seven counties in New York, and Ohio; and rejected shipments of the above-specified commodities, from the above-specified destination points to Hanover, Pa.; sauerkraut, in barrels, and fresh vegetables, from points in New York, except New York City, and points in seven counties in New York, to Hanover, Pa.; canned fruits and vegetables, over irregular routes, from Hanover, Pa., to points in New Jersey, Massachusetts, Connecticut, Rhode Island, Vermont, New Hampshire, Maryland, Virginia, West Virginia, North Carolina, Kentucky, District of Columbia, and points in seven counties in New York; canned fruits and vegetables, over irregular routes, from Oak Hall and Mt. Holly Springs, Pa., to points in Massachusetts, Connecticut, Rhode Island, Vermont, New Hampshire, Maryland, Delaware, Virginia, West Virginia, North

Carolina, Ohio, Kentucky, and the District of Columbia; empty cans, over irregular routes, from Baltimore, Md., to Oak Hall and Hanover, Pa.; edible and nonedible groceries, in containers, and household supplies both as are dealt in by wholesale, retail, chain grocery and food business houses, from points in Penn Township, York County, Pa., to points in New York (except New York City), New Jersey, south of New Jersey Highway 33, Massachusetts, Connecticut, Rhode Island, Maryland, Virginia, Ohio, Wilmington, Del., and the District of Columbia. Norman T. Petow, 43 North Duke Street, York, Pa., attorney for applicants.

No. MC-FC-67847. By order of May 20, 1965, the Transfer Board approved the transfer to Veterans Transportation Co., Inc., Valley Stream, N.Y., of the operating rights issued by the Commission July 10, 1963, under Certificate No. MC-40815, to Ridgeway Bus Co., Inc., Glendale, N.Y., authorizing the transportation, over irregular routes, of passengers and their baggage, restricted to traffic originating at the point indicated, in charter operations, from New York, N.Y., to points in New York, New Jersey, Connecticut, and Pennsylvania and return. Sidney J. Leshin, 55 Liberty Street, New York, N.Y., attorney for transferor.

No. MC-FC-67850. By order of May 20, 1965, the Transfer Board approved the transfer to Jose Maria Martinez, doing business as J. Martinez Trucking Co., 1820 Marion, Laredo, Tex., of the operating rights issued by the Commission July 2, 1958, under Certificate No. MC-109709 (Sub-No. 2) to International Trucking Co., Inc., 1820 Marion, Laredo, Tex., authorizing the transportation, over irregular routes, of general commodities, except household goods, and other specified commodities, between Laredo, Tex., and points within 5 miles of Laredo, on the one hand, and, on the other, the boundary of the United States and Mexico at Laredo, Tex.

[SEAL]

BERTHA F. ARMES,
Acting Secretary.

[P.R. Doc. 65-5486; Filed, May 25, 1965;
8:47 a.m.]

CUMULATIVE LIST OF CFR PARTS AFFECTED—MAY

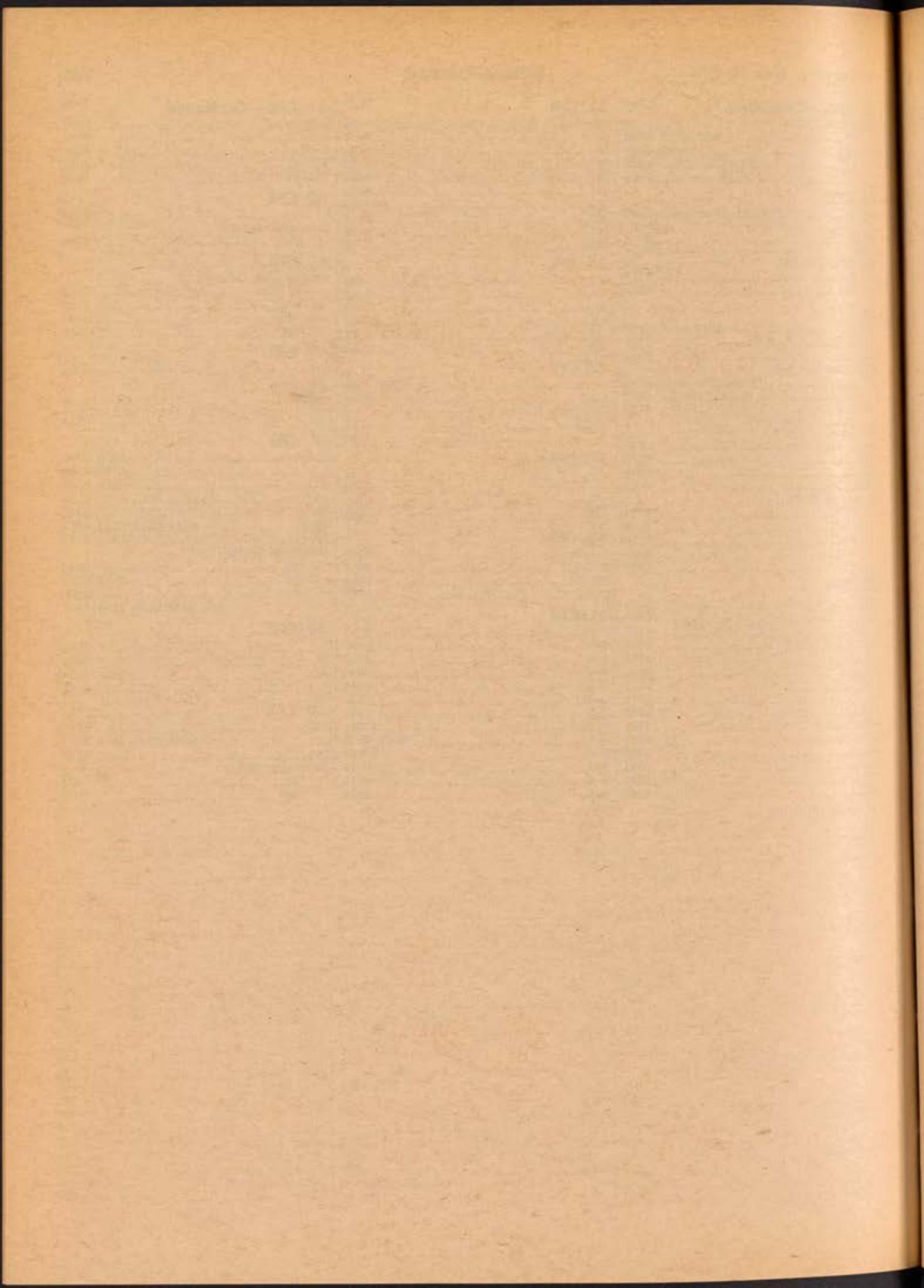
The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published to date during May.

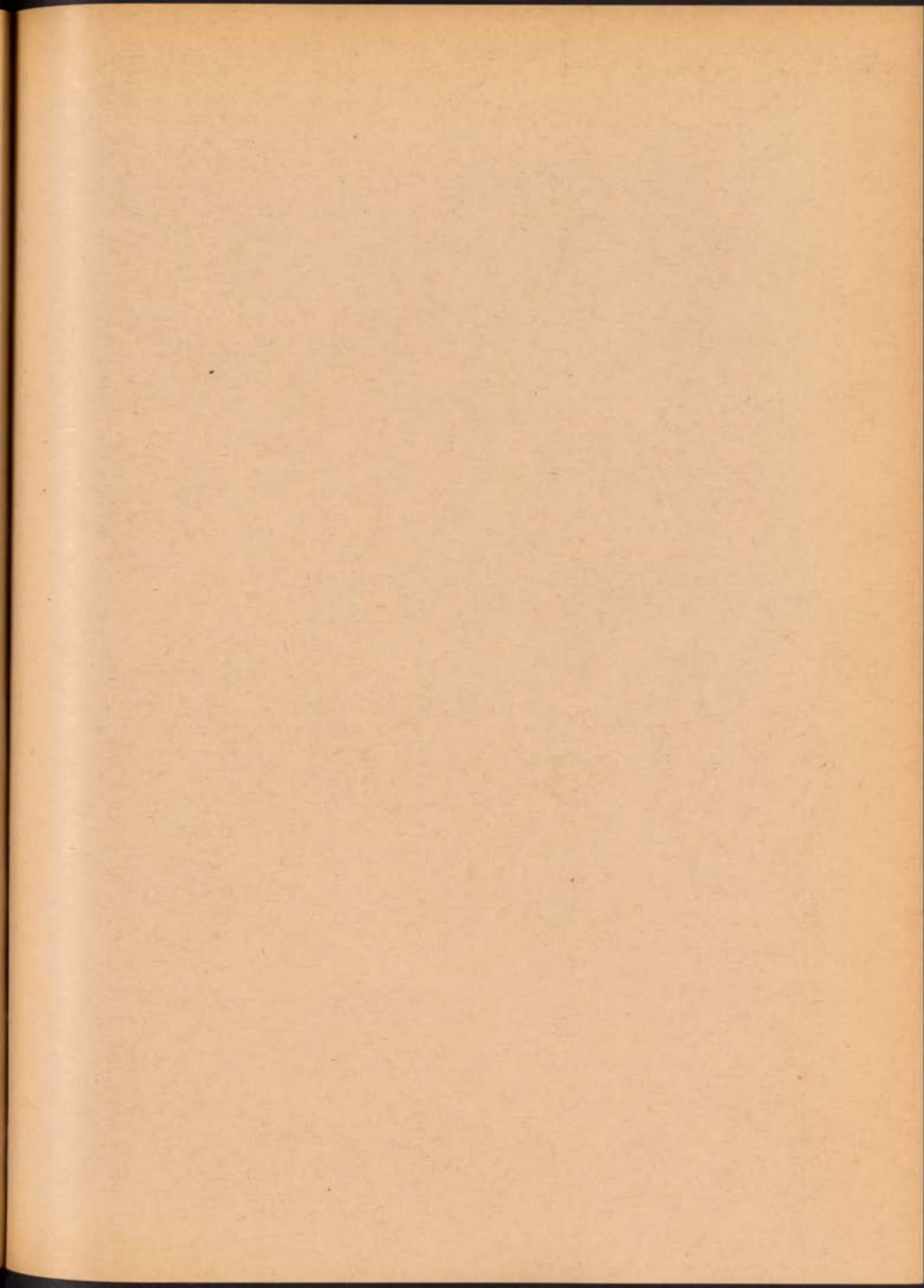
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10530 (revoked in part by EO 11222)	6469	959	7037	73	6242, 6387, 6388, 6978
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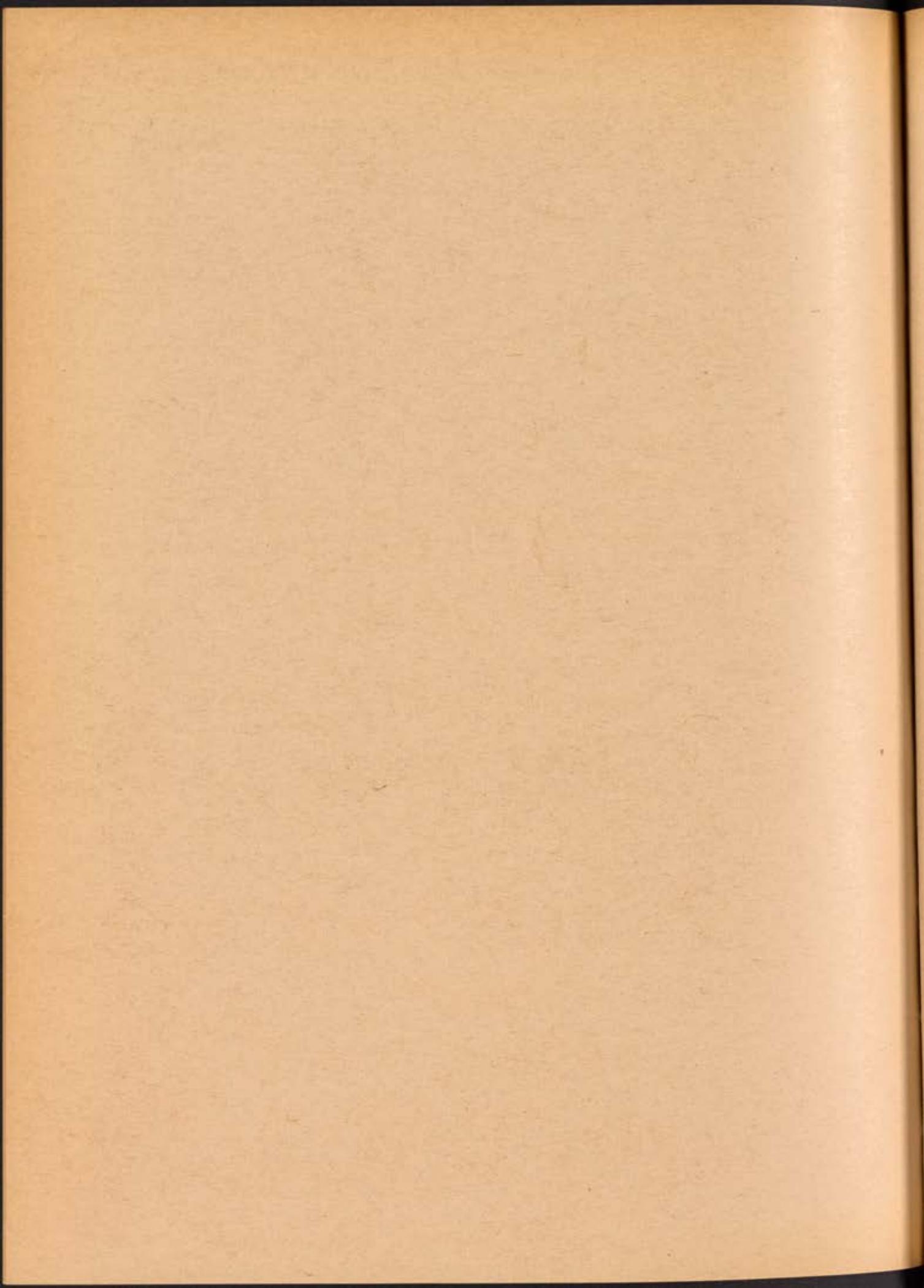
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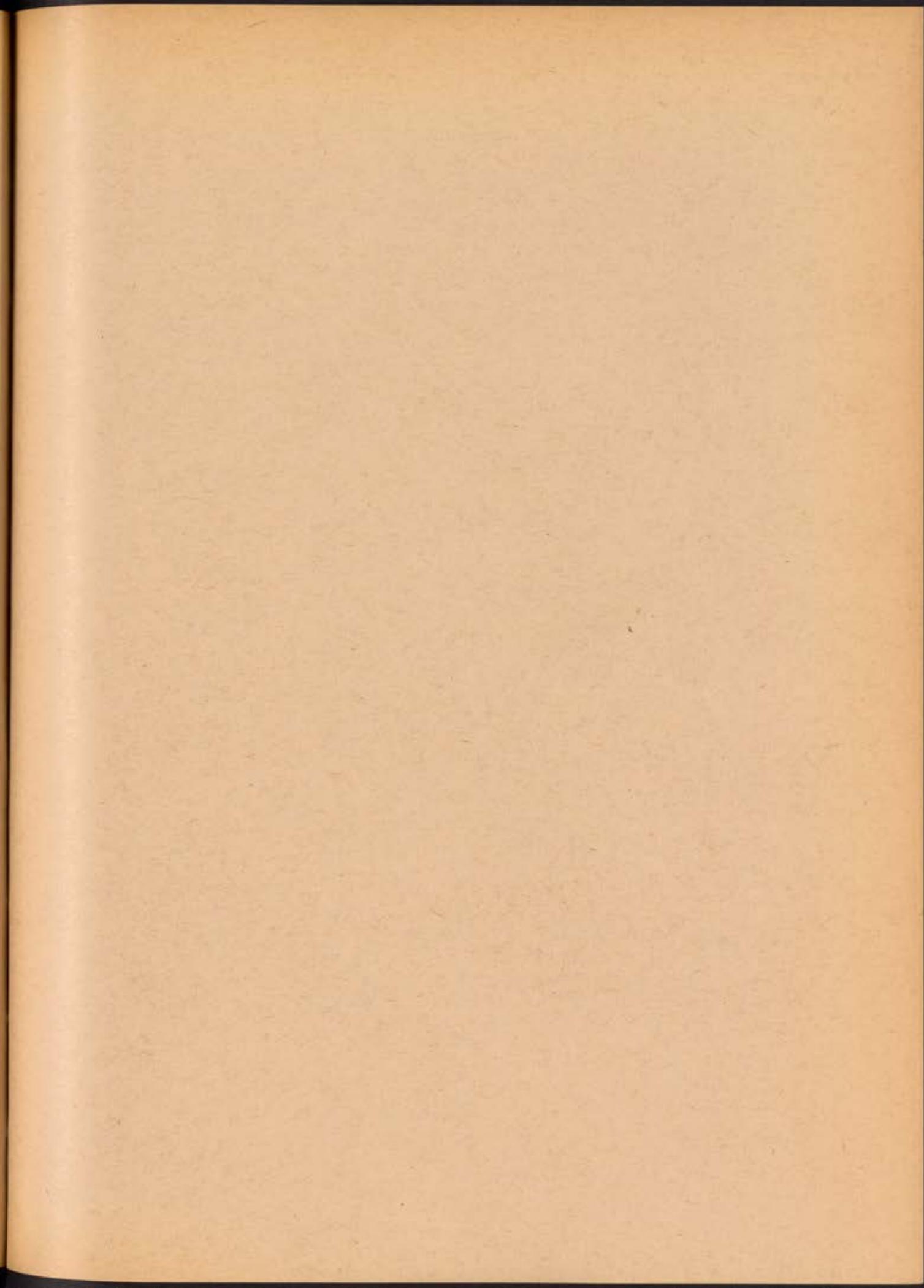
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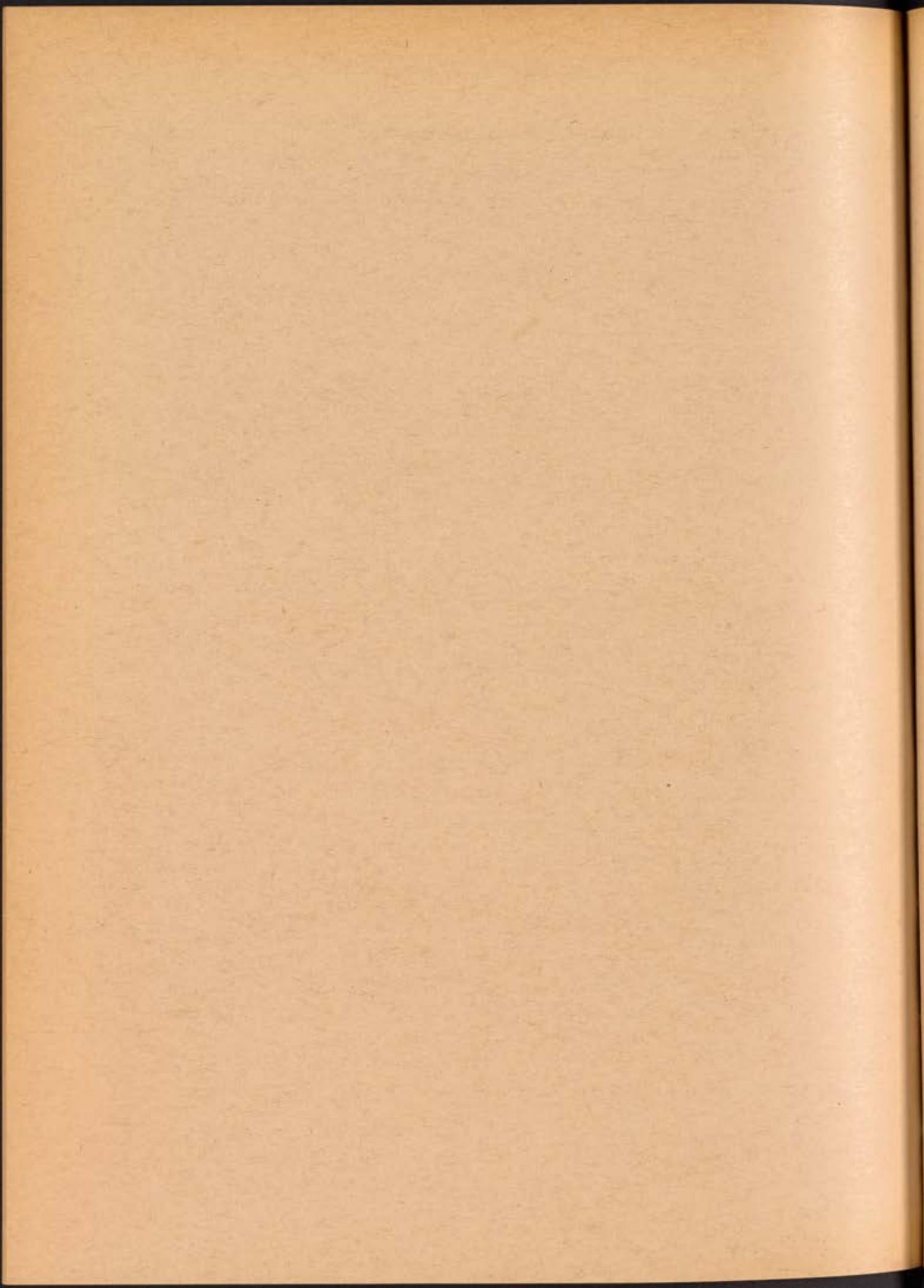
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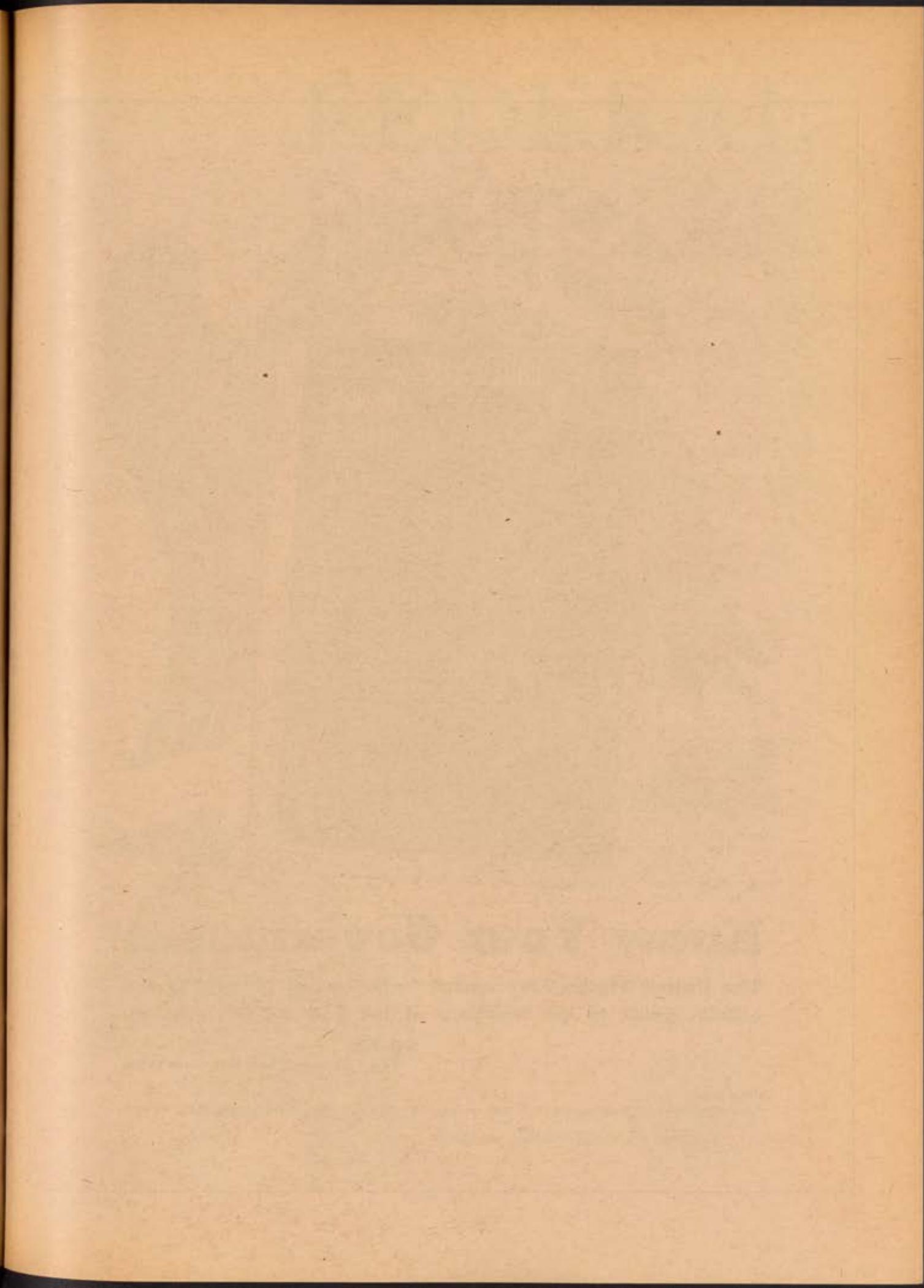


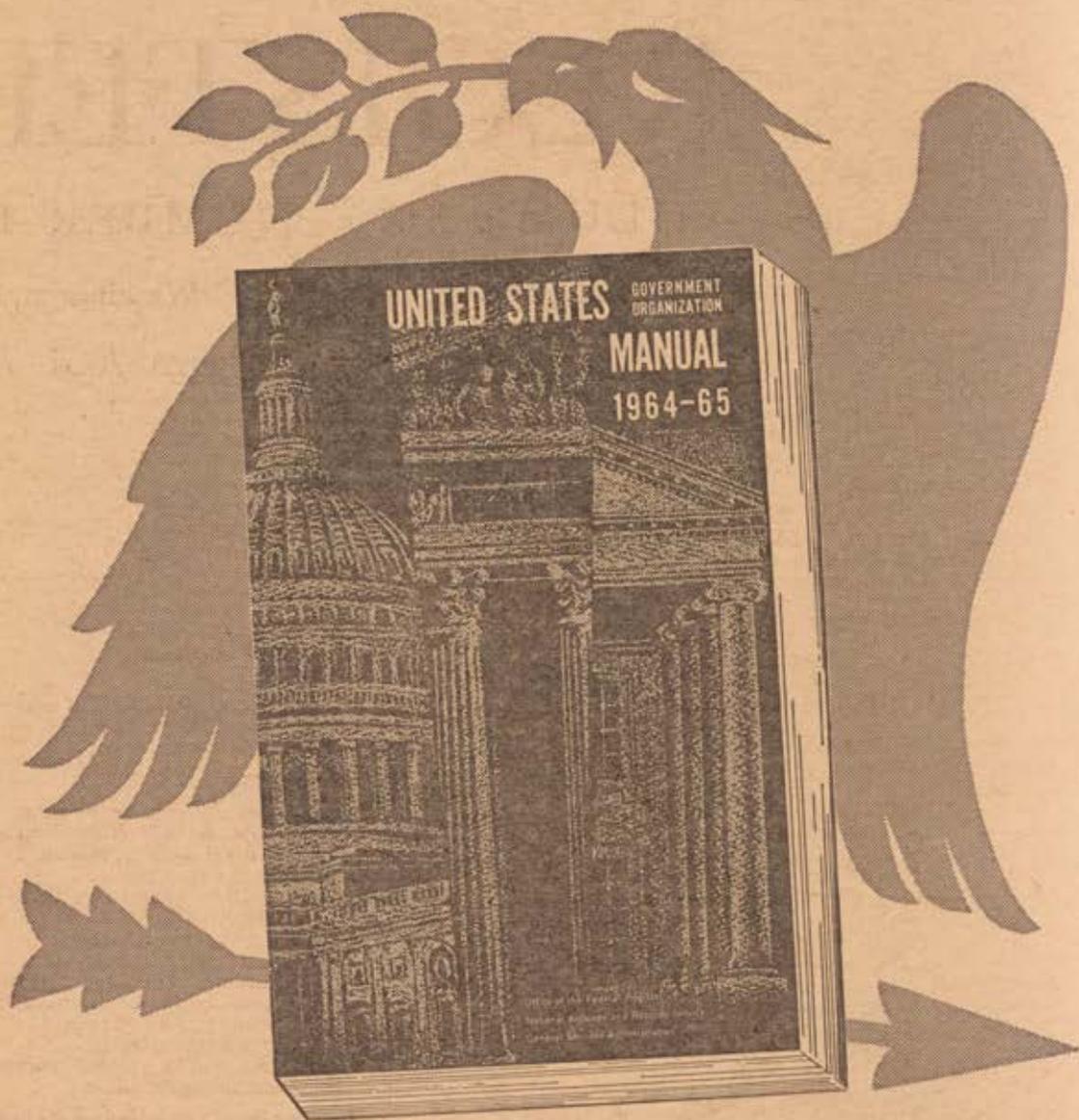












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