



FEDERAL REGISTER

VOLUME 29 NUMBER 206

Washington, Wednesday, October 21, 1964

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[Revised as of January 1, 1964]

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Rules and Regulations

Title 7—AGRICULTURE

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

[Lime Reg. 13]

PART 911—LIMES GROWN IN FLORIDA

Quality and Size Regulation

§ 911.315 Lime Regulation 13.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 911, as amended (7 CFR Part 911), regulating the handling of limes grown in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations of the Florida Lime Administrative Committee, established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of limes, 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 section until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) in that, as hereinafter set forth, the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective not later than October 22, 1964. Determinations as to the need for, and extent of, regulation of Florida lime shipments must await the development of the crop and the availability of information on the demand for such fruit; the recommendations and supporting information for regulation of lime shipments subsequent to October 22, 1964, and in the manner herein provided, were promptly submitted to the Department after an open meeting of the Florida Lime Administrative Committee on October 14, 1964, held to consider recommendations for regulation; the provisions of this section are identical with the aforesaid recommendations of the committee, and information concerning such provisions has been disseminated among handlers of Florida limes; it is necessary, in order to effectuate the declared policy of the act, to make this section effective as hereinafter set forth; and compliance with this section will not require any spe-

cial preparation on the part of the persons subject thereto which cannot be completed by the effective time hereof.

(b) *Order.* (1) During the period beginning at 12:01 a.m., e.s.t., October 22, 1964, and ending at 12:01 a.m., e.s.t., November 23, 1964, no handler shall handle:

(i) Any limes of the group known as true limes (also known as Mexican, West Indian, and Key limes and by other synonyms), grown in the production area, which do not meet the requirements of at least U.S. No. 2 grade for Persian (Tahiti) limes, except as to color;

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

(iii) Any limes of the group known as large fruited or Persian limes (including Tahiti, Bearss, and similar varieties) which are of a size smaller than 1 1/8 inches in diameter: *Provided*, That not to exceed 10 percent, by count, of the limes in any container may fail to meet this requirement.

(2) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order; and terms relating to grade and diameter, as used herein, shall have the same meaning as is given to the respective term in the United States Standards for Persian (Tahiti) Limes (§§ 51.1000-51.1016 of this title).

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

Dated: October 15, 1964.

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

[F.R. Doc. 64-10708; Filed, Oct. 20, 1964;
8:46 a.m.]

Title 8—ALIENS AND NATIONALITY

Chapter I—Immigration and Naturalization Service, Department of Justice

MISCELLANEOUS AMENDMENTS TO CHAPTER

The following amendments to Chapter I of Title 8 of the Code of Federal Regulations are hereby prescribed:

PART 205—PETITION FOR IMMIGRANT STATUS AS RELATIVE OF UNITED STATES CITIZEN, LAWFUL RESIDENT ALIEN, OR ELIGIBLE ORPHAN

1. Section 205.1 is amended to read as follows:

§ 205.1 Relative.

A petition to accord nonquota immigrant status under section 101(a)(27) (A) of the Act, or quota immigrant status under section 203(a)(2) or (3) of the Act, or a preference under section 203(a)(4) of the Act shall be filed on a separate Form I-130 for each beneficiary and shall be accompanied by a fee of \$10. The petition shall be filed in the office of the Service having jurisdiction over the place where the petitioner is residing. However, when the petitioner and beneficiary are physically present in an area over which the following consular officers have jurisdiction, the Form I-130 petition may be filed with an American consular officer at any visa-issuing post in South America (except Venezuela), areas of Asia lying to the east of the western borders of Afghanistan and Pakistan (but not including Hong Kong and adjacent islands, Taiwan, Japan, Okinawa, Korea, and the Philippines), Australia, New Zealand, and Africa (excluding posts in the United Arab Republic, the Mediterranean islands, and Portuguese island possessions); while such consular officers are authorized to approve such petitions, they shall refer any petition which is not clearly approvable to the appropriate Service office outside the United States for decision. The petitioner shall be notified of the decision and, if the petition is denied, of the reasons therefor and of his right to appeal to the Board within 15 days after mailing of the notification of the decision in accordance with the provisions of Part 3 of this chapter.

2. Paragraphs (c), (e), and (f) of § 205.5 are amended to read as follows:

§ 205.5 Evidence of family relationship between petitioner and beneficiary.

(c) *Petition for a child.* If a petition is submitted by a mother on behalf of a child, regardless of the child's age, the birth certificate of the child showing the name of the mother must accompany the petition. If a petition is submitted by a father or stepparent on behalf of a child, regardless of age, a certificate of marriage of the parents, proof of termination of their prior marriages, and the birth certificate of the child must accompany the petition.

(e) *Petition in behalf of a parent.* If a petition is submitted in behalf of a mother, the petitioner's birth certificate showing the name of the mother must

accompany the petition. If a petition is submitted on behalf of a father or stepparent, the petitioner's birth certificate and the marriage certificate of his parent and stepparent must accompany the petition, as well as proof of the termination of their prior marriages, if any.

(f) *Married women.* If either the petitioner or the beneficiary is a married woman, her marriage certificate must accompany the petition. However, when the relationship between the petitioner and beneficiary is that of a mother and child, regardless of the child's age, the mother's marriage certificate need not be submitted if the mother's present married name appears on the birth certificate of the child.

PART 206—REVOCATION OF APPROVAL OF PETITIONS

3. Paragraph (c) of § 206.1 is amended to read as follows:

§ 206.1 Automatic revocation.

(c) *Revalidation.* Any petition approved under section 204 or 205 of the Act, which was automatically revoked by failure to obtain a visa within the prescribed period of time, may be revalidated by a district director retroactively as of the date of the initial approval. The following American consular officers are also authorized to revalidate any petition on Form I-130 when the petitioner and the beneficiary are physically present in the area over which the consular officers have jurisdiction: American consular officers assigned to visa-issuing posts in South America (except Venezuela), areas of Asia lying to the east of the western borders of Afghanistan and Pakistan (but not including Hong Kong and adjacent islands, Taiwan, Japan, Okinawa, Korea, and the Philippines), Australia, New Zealand, and Africa (excluding posts in the United Arab Republic, the Mediterranean islands and Portuguese island possessions); while such consular officers are authorized to revalidate such petitions, they shall refer any petition which is not clearly subject to revalidation to the appropriate Service office outside the United States for decision. A petitioner may request revalidation of a petition approved under section 204 or 205 of the Act. Before the petition may be revalidated, the beneficiary's current eligibility must be established. The petitioner shall be notified of the decision on his request for revalidation and if revalidation is not granted, of the reasons therefor, and shall have 15 days after the mailing of the notification of decision within which to appeal as provided in Part 3 of this chapter if the petition was filed under § 205.1 of this chapter, or as provided in Part 103 of this chapter if the petition was filed under § 204.1 of this chapter or § 205.2 of this chapter. When a visa petition has been approved, and subsequently a new petition by the same petitioner is approved in behalf of the same beneficiary, the latter approval shall be re-

garded as a revalidation of the original petition.

PART 223—REENTRY PERMITS

4. Section 223.2 is amended to read as follows:

§ 223.2 Extensions.

An application for extension of a reentry permit shall be submitted on Form I-143 prior to the expiration of the reentry permit's validity to the office having jurisdiction over the applicant's place of residence in the United States, or to the immigration officer stationed outside the United States having jurisdiction over the place where the applicant is temporarily sojourning, or to an American consular officer in South America (except Venezuela), in those areas of Asia lying to the east of the western borders of Afghanistan and Pakistan (but not including Hong Kong and adjacent islands, Taiwan, Japan, Okinawa, Korea, and the Philippines), in Australia, New Zealand, Bulgaria, Czechoslovakia, Hungary, Iceland, Rumania, the Union of Soviet Socialist Republics, Iran, Iraq, Jordan, Saudi Arabia, Syrian Arab Republic, Yemen, Aden, Kuwait, and in Africa (including the United Arab Republic) when the applicant is temporarily sojourning in one of the aforementioned places. A reentry permit extension application mailed during the permit's validity is considered as timely submitted, even though received by a Service or consular office after the permit's validity has expired. If the extension application is granted, the permit will be noted to show the extension and returned to the applicant; if denied, the applicant shall be notified of the decision, and the permit returned to him if the remaining period of its validity permits its use for return to the United States. No appeal shall lie from a decision denying an application for extension of a reentry permit.

PART 245—ADJUSTMENT OF STATUS OF NONIMMIGRANT TO THAT OF A PERSON ADMITTED FOR PERMANENT RESIDENCE

5. Section 245.1 is amended to read as follows:

§ 245.1 Eligibility.

An alien who on arrival in the United States was serving in any capacity on board a vessel or aircraft, or was destined to join a vessel or aircraft in the United States to serve in any capacity thereon, or was not admitted or paroled following inspection by an immigration officer is not eligible for the benefits of section 245 of the Act. Pursuant to section 212(e) of the Act, an alien who has or has had the status of an exchange alien or of a nonimmigrant under section 101(a)(15)(J) of the Act is not eligible for the benefits of section 245 of the Act unless he has complied with the foreign-residence requirements

of section 212(e) of the Act or has been granted a waiver thereof. An alien who has a nonimmigrant status under paragraph (15)(A), (15)(E), or (15)(G) of section 101(a) of the Act, or has an occupational status which would, if he were seeking admission to the United States, entitle him to a nonimmigrant status under any of such paragraphs of section 101(a) of the Act is not eligible for the benefits of section 245 of the Act unless he first executes and submits with his application the written waiver required by section 247(b) of the Act and Part 247 of this chapter. A member of the immediate family of an alien having status under section 101(a)(15)(A) or (G) of the Act, and a spouse or child of an alien having status under section 101(a)(15)(E) of the Act may apply for adjustment of status only if such member, spouse, or child executes the written waiver required by section 247(b) of the Act, irrespective of whether the principal alien also applies for adjustment and executes such waiver. A visa shall not be held to be available for an alien claiming a preference-quota status or a nonquota status under section 101(a)(27)(A) or (F) unless a petition to accord such status has been approved in accordance with Part 204 of this chapter or 205 of this chapter. Except as provided in Part 249 of this chapter, an application under this part shall be the sole method of requesting the exercise of discretion under section 212(f), (g), and (h) of the Act, as amended September 26, 1961, insofar as they relate to the excludability of an alien in the United States. When the applicant is chargeable to a quota, the current Department of State Visa Office Bulletin on Status of Quotas will be consulted to determine whether an immigrant visa is immediately available; an immigrant visa is considered available for accepting and processing the application if the applicant has a priority date on the quota waiting list which is not more than 90 days later than the date shown in that bulletin. The application shall not be approved until a quota immigrant visa number has been allocated by the Department of State. Information as to immediate availability of a quota immigrant visa may be obtained at the nearest Service office.

PART 252—LANDING OF ALIEN CREWMEN

6. Paragraphs (b) and (d) of § 252.1 are amended to read as follows:

§ 252.1 Examination of crewmen.

(b) *Classes of aliens subject to examination under this part.* The examination of every alien crewman arriving in the United States shall be in accordance with this part and not otherwise except that the following classes of persons employed on vessels or aircraft shall be examined in accordance with the provisions of Parts 235, 236, and 237 of this chapter: (1) Aliens in possession of an immigrant visa, reentry permit, or a Form I-151 alien registration receipt

card, applying for admission as immigrants; (2) Canadian or British citizen crewmen serving on vessels plying solely between Canada and the United States; or (3) Canadian or British citizen crewmen of aircraft arriving in a State of the United States directly from Canada on flights originating in that country. The crew of a vessel arriving at a United States port which may not require inspection by or clearance from the Bureau of Customs is, nevertheless, subject to examination under this part; however, the master of such a vessel, is not required to present Form I-95 for any crewman who is not an applicant for a conditional landing permit.

(d) *Authorization to land.* The immigration officer in his discretion may grant an alien crewman authorization to land temporarily in the United States for (1) shore leave purposes during the period of time the vessel or aircraft is in the port of arrival or other ports in the United States to which it proceeds directly without touching at a foreign port or place, not exceeding 29 days in the aggregate, if the immigration officer is satisfied that the crewman intends to depart on the vessel on which he arrived or on another aircraft of the same transportation line, and the crewman's passport is surrendered for safe keeping to the master of the arriving vessel, or (2) the purpose of departing from the United States as a crewman on a vessel other than the one on which he arrived, or departing as a passenger by means of other transportation, within a period of 29 days, if the immigration officer is satisfied that the crewman intends to depart in that manner, that definite arrangements for such departure have been made, and the immigration officer has consented to the pay off or discharge of the crewman from the vessel on which he arrived. A crewman granted a conditional permit to land under section 252(a)(1) of the Act and clause (1) of this paragraph is required to depart with his vessel from its port of arrival and from each other port in the United States to which it thereafter proceeds coastwise without touching at a foreign port or place; however, he may rejoin his vessel at another port in the United States before it touches at a foreign port or place if he has advance written permission from the master or agent to do so.

7. Section 252.2 is amended to read as follows:

§ 252.2 Revocation of conditional landing permits; deportation.

An alien permitted to land conditionally under § 252.1(d)(1) may, within the period of time for which he was permitted to land, be taken into custody by any immigration officer without a warrant of arrest and be transferred to the vessel upon which he arrived in the United States, if such vessel is in any port of the United States and has not been in a foreign port or place since the crewman was issued his conditional landing permit, upon a determination by the immigration officer that the alien crew-

man is not a bonafide crewman or that he does not intend to depart on the vessel on which he arrived in the United States. The conditional landing permit of such an alien crewman shall be taken up and revoked by the immigration officer and a notice to detain and deport such alien crewman shall be served on the master of the vessel on Form I-259. Form I-99 shall be served on the crewman when he is taken into custody or as soon as practicable thereafter. On the written request of the master of the vessel, the crewman may be detained and deported, both at the expense of the transportation line on whose vessel he arrived in the United States, other than on the vessel on which he arrived in the United States, if detention or deportation on such latter vessel is impractical.

8. Section 252.4 is amended to read as follows:

§ 252.4 Permanent landing permit and identification card.

(a) *Eligibility.* An alien crewman who seeks to land temporarily in the United States as provided in § 252.1(d)(1) shall apply on Form I-174 to the immigration officer for a permanent type landing permit and identification card which will be valid indefinitely for an unlimited number of conditional landings without endorsement on each arrival. The applicant shall be photographed and fingerprinted. Upon establishing his status to the satisfaction of an immigration officer, a laminated Form I-184 landing permit and identification card may be issued to the applicant. An application for a Form I-184 shall not be required or accepted from a Canadian or British citizen crewman serving on a vessel plying solely between Canada and the United States, a crewman serving on a vessel which does not ordinarily call at a port in the United States in the course of its usual commerce, or a crewman who has less than one year's sea service. No other alien shall be landed as a crewman unless he is in possession of a card on Form I-184, establishes that such a card was properly issued to him previously and was lost or destroyed, or is making an initial application for such a card and is otherwise admissible and eligible. An application shall not be required or accepted from, nor shall Form I-184 be issued to, a crewman whose departure has been enforced for a willful violation of the immigration laws or to a crewman who has been refused a Form I-184 or whose Form I-184 has been voided, except that a Form I-184 may be issued to a crewman who, after deportation, has been granted permission to reapply for admission pursuant to section 212(a)(16) or (17) of the Act or in whose case, after Form I-184 was refused or voided, he has been found to be a bona fide crewman: *Provided*, That, the deportation, refusal, or voidance occurred more than one year prior to the reapplication. An application for a new card in lieu of one lost or destroyed shall be made on Form I-174, without fee, and the crewman need not be fingerprinted. An issued Form I-184 will be held at the processing port for delivery to the crewman on the next arrival of the vessel.

Any undelivered Form I-184 will be held on file in the processing office until the close of the calendar year next following the year of processing. At the expiration of that period, the card will be destroyed.

(b) *Validity and revocation.* A Form I-184 is valid until revoked. It shall be revoked when an immigration officer finds that the crewman is in the United States in willful violation of the terms and conditions of his admission, or that he is inadmissible to the United States, or is ineligible for Form I-184. On revocation, the Form I-184 shall be surrendered to an immigration officer. No appeal shall lie from a denial of an application for, or the revocation of, Form I-384.

PART 280—IMPOSITION AND COLLECTION OF FINES

9. Section 280.21 is amended to read as follows:

§ 280.21 Seizure of aircraft.

Seizure of an aircraft under the authority of section 239 of the Act and § 280.2 will not be made if such aircraft is damaged to an extent that its value is less than the amount of the fine which may be imposed. If seizure of an aircraft for violation of section 239 of the Act is to be made, Form G-297 (Order to Seize Aircraft) and Form G-298 (Public Notice of Seizure) shall be prepared in septuple and the originals furnished to the immigration officer who will effect the seizure. The original of Form G-297, properly endorsed as to date and place of seizure, shall be returned for retention in the relating file after seizure is effected. The original of Form G-298 shall be placed on the seized aircraft and a copy retained in the file. Copies of both forms shall be served upon the owner of the aircraft and the pilot if other than the owner. Copies shall also be furnished the collector of customs and the United States Attorney for the district in which the seizure was made. In addition, immediately upon the seizure of an aircraft, or prior thereto, if circumstances permit, a full report of the facts in the case shall be submitted by the district director to the United States Attorney for the district in which the seizure was made, together with copies of Form G-296 (Report of Violation) and Form I-79 (Notice of Intention to Fine). The report shall include the cost incurred in seizing and guarding the aircraft and an estimate of the further additional cost likely to be incurred.

PART 299—IMMIGRATION FORMS

§ 299.1 [Amended]

10. The list of forms in § 299.1 *Prescribed forms* is amended by adding the following forms and references thereto in alphabetical and numerical sequence:

Form No.	Title and description
G-296...	Report of Violation.
G-297...	Order to Seize Aircraft.
G-298...	Public Notice of Seizure
I-99 ---	Notice of Revocation and Penalty.

(Sec. 103, 66 Stat. 173; 8 U.S.C. 1103)

This order shall become effective on the date of its publication in the FEDERAL REGISTER. Compliance with the provisions of section 4 of the Administrative Procedure Act (60 Stat. 238; 5 U.S.C. 1003) as to notice of proposed rule making and delayed effective date is unnecessary in this instance because the rules prescribed by the order relate to agency procedure and management.

Dated: OCTOBER 16, 1964.

RAYMOND F. FARRELL,
Commissioner of
Immigration and Naturalization.

[F.R. Doc. 64-10724; Filed, Oct. 20, 1964;
8:48 a.m.]

Title 10—ATOMIC ENERGY

Chapter I—Atomic Energy Commission

PART 20—STANDARDS FOR PROTECTION AGAINST RADIATION

Radioactivity in Effluents to Unrestricted Areas

On September 17, 1963, the Commission published for public comment a proposed amendment of 10 CFR Part 20 which would revise § 20.106 and would revise Appendix "B" to Part 20 with respect to limits on release of certain radioactive materials into air or water in unrestricted areas.

The Statement of Considerations published in the FEDERAL REGISTER of September 17, 1963 (28 F.R. 10170) set forth a detailed discussion of the background and basis for the proposed amendment.

The amendment implements the recommendations of the September 13, 1961, Federal Radiation Council Memorandum for the President as they pertain to the release of effluent containing radioactive material from AEC-licensed activities in the following ways:

a. It would incorporate into Part 20 revised concentration limits based on FRC recommendations, for radium 226, iodine 131, strontium 89, and strontium 90 that would govern the release by licensees of these radionuclides into unrestricted areas. The limits for radium 226, and strontium 90 are less restrictive by a factor of 3. The limits for strontium 89 in air and water and for iodine 131 in air are more restrictive by a factor of 3, and the limit for iodine 131 in water is more restrictive by a factor of 7, than the present Part 20 limits.

b. It would add to § 20.106 a provision relating to limitations on the gross quantity of radioactive material released from a licensed activity in specified periods of time that will in specific circumstances be in addition to and concurrent with limitations on concentrations.

c. It would amend § 20.106 to require more specific information in support of applications for authority to release concentrations of radioactive material in effluents which exceed Part 20, Appendix "B" Table II limits.

d. It would amend criteria for approval of proposed limits higher than the Part 20 Appendix "B" limits to require

the applicant to demonstrate that he has taken reasonable steps to minimize the radioactivity discharged in the effluent streams.

The amendment published below is essentially as set forth in the proposed rule, although several minor revisions have been made for clarity and completeness. This revision reflects Commission consideration of the comments and suggestions received in response to the notice of proposed rule making.

A number of language changes have been made, proposed paragraphs (b) and (c) have been combined, and the subsequent paragraphs have been relettered.

Paragraph 20.106(c) has been modified to implement § 20.106(b) by stating that an application for higher concentration limits shall make the demonstrations required by § 20.106(b).

The second sentence of § 20.106(d) has been modified to eliminate any implication that determination of the concentration discharged through a conduit must be made by measurement at the point of discharge. The modified language would allow concentrations at the point at which material leaves a conduit to be determined from measurement at other points along the conduit or from other known data. If the concentration at the end of a conduit through which radioactive material is discharged is determined to be within the limits specified in § 20.106(a), the licensee has complied with the limits on concentrations of radioactive material in effluents to unrestricted areas. This provision is consistent with § 20.106(c) of the presently effective regulation.

The Commission is also amending § 20.305, *Treatment or disposal by incineration*, to refer to the appropriate paragraph, (b), in the revised § 20.106.

The concentration limits for the other isotopes of iodine listed in Appendix "B", Table II, 10 CFR Part 20, have been revised to make them consistent with the intake guides recommended by the FRC for iodine 131, taking into account the effective half-life and absorbed radiation energy of the individual iodine radionuclides.

Pursuant to the Atomic Energy Act of 1954, as amended, and the Administrative Procedure Act of 1946, the following amendment of Title 10, Chapter I, Part 20, "Standards for Protection Against Radiation", is published as a document subject to codification to be effective thirty (30) days after publication in the FEDERAL REGISTER.

1. 10 CFR § 20.106 is amended to read as follows:

§ 20.106 Radioactivity in effluents to unrestricted areas.

(a) A licensee shall not possess, use, or transfer licensed material so as to release to an unrestricted area radioactive material in concentrations which exceed the limits specified in Appendix "B", Table II of this part, except as authorized pursuant to § 20.302 or paragraph (b) of this section. For purposes of this section concentrations may be averaged over a period not greater than one year.

(b) An application for a license or amendment may include proposed limits higher than those specified in paragraph (a) of this section. The Commission will approve the proposed limits if the applicant demonstrates:

(1) That the applicant has made a reasonable effort to minimize the radioactivity contained in effluents to unrestricted areas; and

(2) That it is not likely that radioactive material discharged in the effluent would result in the exposure of an individual to concentrations of radioactive material in air or water exceeding the limits specified in Appendix "B", Table II of this part.

(c) An application for higher limits pursuant to paragraph (b) of this section shall include information demonstrating that the applicant has made a reasonable effort to minimize the radioactivity discharged in effluents to unrestricted areas, and shall include, as pertinent:

(1) Information as to flow rates, total volume of effluent, peak concentration of each radionuclide in the effluent, and concentration of each radionuclide in the effluent averaged over a period of one year at the point where the effluent leaves a stack, tube, pipe, or similar conduit;

(2) A description of the properties of the effluents, including:

(i) chemical composition;

(ii) physical characteristics, including suspended solids content in liquid effluents, and nature of gas or aerosol for air effluents;

(iii) the hydrogen ion concentrations (pH) of liquid effluents; and

(iv) the size range of particulates in effluents released into air.

(3) A description of the anticipated human occupancy in the unrestricted area where the highest concentration of radioactive material from the effluent is expected, and, in the case of a river or stream, a description of water uses downstream from the point of release of the effluent.

(4) Information as to the highest concentration of each radionuclide in an unrestricted area, including anticipated concentrations averaged over a period of one year:

(i) In air at any point of human occupancy; or

(ii) In water at points of use downstream from the point of release of the effluent.

(5) The background concentration of radionuclides in the receiving river or stream prior to the release of liquid effluent.

(6) A description of the environmental monitoring equipment, including sensitivity of the system, and procedures and calculations to determine concentrations of radionuclides in the unrestricted area and possible reconcentrations of radionuclides.

(7) A description of the waste treatment facilities and procedures used to reduce the concentration of radionuclides in effluents prior to their release.

(d) For the purposes of this section the concentration limits in Appendix "B", Table II of this part shall apply at the

boundary of the restricted area. The concentration of radioactive material discharged through a stack, pipe or similar conduit may be determined with respect to the point where the material leaves the conduit. If the conduit discharges within the restricted area, the concentration at the boundary may be determined by applying appropriate factors for dilution, dispersion, or decay between the point of discharge and the boundary.

(e) In addition to limiting concentrations in effluent streams, the Commission may limit quantities of radioactive materials released in air or water during a specified period of time if it appears that the daily intake of radioactive material from air, water, or food by a suitable sample of an exposed population group, averaged over a period not exceeding one year, would otherwise exceed the daily intake resulting from continuous exposure to air or water containing one-third the concentration of radioactive materials specified in Appendix "B", Table II of this part.

(f) The provisions of this section do not apply to disposal of radioactive material into sanitary sewerage systems, which is governed by § 20.303

2. 10 CFR Part 20, Appendix "B", "Concentrations in Air and Water Above Natural Background", Table II, Column 1 and Column 2, is amended by deleting the concentration limits appearing in Table II, Column 1 and Column 2 for iodine (53), $I^{127}S$, $I^{130}S$, $I^{131}S$, $I^{132}S$, $I^{133}S$, $I^{134}S$, $I^{135}S$; radium (88) $Ra^{226}S$; strontium (38), $Sr^{90}S$ and $Sr^{92}S$ and substituting therefor the following limits:

Element (atomic number)	Isotope ¹	Table II	
		Column 1 air (uc/ml)	Column 2 water (uc/ml)
Iodine (53).....	$I^{127}S$	9×10^{-11}	3×10^{-7}
	$I^{130}S$	2×10^{-11}	6×10^{-8}
	$I^{131}S$	1×10^{-10}	3×10^{-7}
	$I^{132}S$	3×10^{-9}	8×10^{-8}
	$I^{133}S$	4×10^{-10}	1×10^{-6}
	$I^{134}S$	6×10^{-7}	2×10^{-3}
Strontium (38).....	$Sr^{90}S$	3×10^{-10}	3×10^{-6}
	$Sr^{92}S$	3×10^{-11}	3×10^{-7}
	$Ra^{226}S$	3×10^{-11}	3×10^{-8}

¹ Soluble (S).

3. 10 CFR, § 20.305 is amended to read as follows:

§ 20.305 Treatment or disposal by incineration.

No licensee shall treat or dispose of licensed material by incineration except as specifically approved by the Commission pursuant to §§ 20.106(b) and 20.302. (Sec. 161, 68 Stat. 948; 42 U.S.C. 2201)

Dated at Washington, D.C., this 5th day of October 1964.

For the Atomic Energy Commission.
W. B. McCool,
Secretary to the Commission.

[F.R. Doc. 64-10683; Filed, Oct. 20, 1964; 8:45 a.m.]

Title 12—BANKS AND BANKING

Chapter I—Bureau of the Comptroller of the Currency, Department of the Treasury

PART 1—INVESTMENT SECURITIES REGULATION

Water Revenue Bonds of Wheeling, Missouri

§ 1.156 Water Revenue Bonds of the City of Wheeling, Missouri.

(a) Request. The Comptroller of the Currency has been requested to rule that the Water Revenue Bonds of the City of Wheeling, Missouri, and similar bonds insured under the same legislation and supported by the same payment and security provisions are eligible for dealing in, underwriting and unlimited holding by National Banks pursuant to Paragraph Seventh of 12 U.S.C. 24.

(b) Opinion. (1) The proceeds of this bond issue will be used to construct a municipal water works system for the City of Wheeling, serving approximately 100 families. The payment of principal and interest on these bonds is insured by the United States Government, acting pursuant to the Consolidated Farmers Home Administration Act of 1961 (7 U.S.C. 1928). Under this Act, "any contract of insurance executed by the Secretary [of Agriculture] under this subchapter shall be an obligation supported by the full faith and credit of the United States and incontestable except for fraud or misrepresentation of which the holder has actual knowledge."

(2) Payment of principal and interest is made by the City of Wheeling to the Agricultural Department, which deducts an amount equal to one percent of the outstanding principal for administrative expenses, and pays the remaining amount to the bondholders. If the City defaults on any of its payments to the Department, the Department must nevertheless pay the bondholders. Therefore, since the payment of principal and interest on these bonds is made by the United States Government and supported by its full faith and credit, they are obligations of the United States Government.

(c) Ruling. It is the conclusion of this Office that the \$70,000 Waterworks Revenue Bonds of the City of Wheeling, Missouri and similar bonds insured under the same legislation are "public securities" as set forth in § 1.3(c), issued pursuant to Paragraph Seventh of 12 U.S.C. 24, and are therefore eligible for dealing in, underwriting and unlimited holding by National Banks.

Dated: October 14, 1964.

[SEAL] JAMES J. SAXON,
Comptroller of the Currency.

[F.R. Doc. 64-10719; Filed, Oct. 20, 1964; 8:47 a.m.]

PART 1—INVESTMENT SECURITIES REGULATION

Elkhart High School Building Corp.

§ 1.157 Elkhart High School Building Corporation.

(a) Request. The Comptroller of the Currency has been requested to rule that the \$4,675,000 First Mortgage Bonds issued by the Elkhart High School Building Corporation are eligible for dealing in, underwriting and unlimited holding by National Banks pursuant to the provisions of Paragraph Seventh of 12 U.S.C. 24.

(b) Opinion. (1) The Elkhart High School Building Corporation, a body corporate and a public instrumentality of the State of Indiana, was created pursuant to the School Building Corporation Act which authorizes school districts, including school cities, to enter into long-term lease rental agreements with nonprofit building corporations for the purpose of financing the construction of school buildings. The subject bonds were issued for the purpose of acquiring a site appropriate for a school building, erecting thereon a suitable school building and leasing the same to the School City of Elkhart, a school district and political subdivision of the State of Indiana.

(2) The bonds mature serially from January 1967 to January 1989. They are payable from revenues derived from a net lease of the facilities by the Corporation to the School City of Elkhart. Said net lease rentals are payable from a sinking fund derived by the levy of unlimited ad valorem property taxes by the School City of Elkhart. The School Building Corporation Act requires a school city to levy sufficient taxes each year to pay the annual lease rental. Rental payments under the lease are in an amount determined to be sufficient to pay the debt service and administrative expenses in connection with the bond issue. The Corporation has entered into a trust agreement mortgaging the school premises with the St. Joseph Valley Bank in Elkhart, as trustee, under the terms of which lease rentals will be paid to the trustee for deposit in a sinking fund to pay interest and principal on the bonds.

(3) The School City of Elkhart, a political subdivision of the State of Indiana possessing resources sufficient to justify faith and credit, has, as authorized by the laws of Indiana, pledged its full faith and credit to make payments to the Corporation of amounts which will be sufficient to provide for all required payments in connection with these bonds.

(c) Ruling. It is the conclusion of this Office that the \$4,675,000 First Mortgage Bonds issued by the Elkhart High School Building Corporation, as set forth above, are "public securities" as defined in § 1.3(c), issued pursuant to Paragraph Seventh of 12 U.S.C. 24, and are therefore eligible for dealing in,

underwriting, and unlimited holding by National Banks.

Dated: October 14, 1964.

[SEAL] JAMES J. SAXON,
Comptroller of the Currency.

[F.R. Doc. 64-10720; Filed, Oct. 20, 1964;
8:47 a.m.]

Chapter II—Federal Reserve System

SUBCHAPTER A—BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM

[Reg. D]

PART 204—RESERVES OF MEMBER BANKS

Unsecured Negotiable Notes; Correction

The interpretation published October 3, 1964 (29 F.R. 13604) as § 204.109 is renumbered § 204.110 because the interpretation published February 14, 1964 (29 F.R. 2447) as § 204.109 is still in effect.

Dated at Washington, D.C., this 13th day of October 1964.

BOARD OF GOVERNORS OF THE
FEDERAL RESERVE SYSTEM,

[SEAL] MERRITT SHERMAN,
Secretary.

[F.R. Doc. 64-10684; Filed, Oct. 20, 1964;
8:45 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Airspace Docket No. 64-LAX-10]

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

Designation of Control Zone

On July 17, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 9672) stating that the Federal Aviation Agency proposed to designate a control zone at the Riverside, Calif., terminal area.

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

In consideration of the foregoing, Part 71 [New] of the Federal Aviation Regulations is amended, effective 0001 e.s.t., December 10, 1964, as hereinafter set forth.

In § 71.171 (29 F.R. 1101), the Riverside, Calif., control zone is added as follows:

Riverside, Calif. (Municipal Airport)

Within a 3-mile radius of Riverside Municipal Airport (latitude 33°57'05" N., longitude 117°26'30" W.); within 2 miles each side of the Riverside VOR 292° radial, extending from the 3-mile radius zone to 4.5 miles NW of the VOR, excluding the portion within a 1-mile radius of the Riverside Fla-Bob Airport (latitude 33°59'20" N., longitude 117°24'35" W.). This control zone is effective from 0500 to 2130 hours, local time, daily.

A Riverside, Calif., control zone presently exists based upon the March AFB, although "March AFB" is not specified in the appropriate caption. In order to further distinguish the present control zone designation from the one added by this amendment, action is taken herein to amend the present Riverside control zone to read "Riverside, Calif. (March AFB)". Since this change is editorial in nature, notice and public procedure hereon are unnecessary and the amendment shall be made effective December 10, 1964 in order to coincide with the effective date of the Riverside, Calif. (Municipal Airport) control zone.

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

Issued in Washington, D.C., on October 14, 1964.

H. B. HELSTROM,
*Acting Chief, Airspace Regulations
and Procedures Division.*

[F.R. Doc. 64-10686; Filed, Oct. 20, 1964;
8:45 a.m.]

[Airspace Docket No. 64-SO-10]

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

Alteration of Control Zone

On June 23, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 7942) stating that the Federal Aviation Agency proposed to alter the Fayetteville, N.C., control zone.

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

Subsequent to the publication of the notice, the Fayetteville radio beacon has been decommissioned; therefore, the control zone extension based on the 209° bearing from this beacon is no longer required for air traffic control purposes, and it has been omitted from the final rule, as adopted herein.

In consideration of the foregoing, Part 71 [New] of the Federal Aviation Regulations is amended, effective 0001 e.s.t., December 10, 1964, as hereinafter set forth.

In § 71.171 (29 F.R. 1101) the Fayetteville, N.C., control zone is amended to read as follows:

Fayetteville, N.C.

Within a 5-mile radius of Grannis Field (latitude 34°59'25" N., longitude 78°52'50" W.), and within 2 miles each side of the Fayetteville, VOR 233° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR.

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

Issued in Washington, D.C., on October 14, 1964.

H. B. HELSTROM,
*Acting Chief, Airspace Regulations
and Procedures Division.*

[F.R. Doc. 64-10687; Filed, Oct. 20, 1964;
8:45 a.m.]

[Airspace Docket No. 63-CE-88]

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

Designation of Transition Area

On September 5, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 12652) stating that the Federal Aviation Agency proposed to designate a transition area at Grand Rapids, Minn.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., December 10, 1964, as hereinafter set forth.

In § 71.181 (29 F.R. 1160) the following is added:

Grand Rapids, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Grand Rapids Municipal Airport (latitude 47°12'45" N., longitude 93°30'35" W.); within 5 miles W and 8 miles E of the Grand Rapids VOR 168° radial, extending from the VOR to 12 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface within 4 nmi each side of a direct radial between the Grand Rapids VOR and the Hibbing, Minn., VOR, excluding that airspace within the Hibbing transition area.

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

Issued in Washington, D.C., on October 14, 1964.

H. B. HELSTROM,
*Acting Chief, Airspace Regulations
and Procedures Division.*

[F.R. Doc. 64-10688; Filed, Oct. 20, 1964;
8:45 a.m.]

[Airspace Docket No. 64-WA-30]

PART 75—ESTABLISHMENT OF JET ROUTES [NEW]

Designation of Jet Route

On August 1, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 11163) stating that the Federal Aviation Agency (FAA) proposed to designate a jet route from Winslow, Ariz., to St. Johns, Ariz.

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

In consideration of the foregoing, § 75.100 (29 F.R. 1287) of the Federal Aviation Regulations is amended, effective 0001 e.s.t., December 10, 1964, to add the following:

Jet Route No. 108 (Winslow, Ariz., to St. Johns, Ariz.)

From Winslow, Ariz., to St. Johns, Ariz.

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

Issued in Washington, D.C., on October 14, 1964.

H. B. HELSTROM,
*Acting Chief, Airspace Regulations
and Procedures Division.*

[F.R. Doc. 64-10689; Filed, Oct. 20, 1964;
8:45 a.m.]

Chapter III—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT REGULATIONS

[Reg. Docket No. 6129; Amdt. 823]

PART 507—AIRWORTHINESS DIRECTIVES

Beech Models D50E, J50 and 65 Aircraft

A proposal to amend Part 507 of the Regulations of the Administrator to include an airworthiness directive requiring removal of the wing attaching bolts and nuts and inspection for evidence of any lubricant, and replacement with new bolts if any indication of lubricant is found on Beech Models D50E, J50 and 65 aircraft was published in 29 F.R. 11720.

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

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

BEECH. Applies to Model D50E aircraft, Serial Numbers DH-301 through DH-347, Model J50 aircraft, Serial Numbers JH-150 through JH-173, and Model 65 aircraft, Serial Numbers LC-1 through LC-152.

Compliance required within the next 100 hours' time in service from the effective date of this AD, unless already accomplished in accordance with Beech Service Bulletins D50E No. 37, J50 No. 9, and 65 No. 19.

It has been determined that some wing attaching bolts may have been overtightened because of the use of lubricant during installation. The bolts must be dry and free of any dirt, lubricant, or other contaminant during installation to insure proper torquing. Accordingly, accomplish the following:

(a) Remove the wing attach bolts one at a time and check for any trace of lubricant. If the bolts have been lubricated, discard the bolt and nut.

(b) Remove any trace of lubricant by thoroughly washing all attaching parts (either new or original) and the spar fitting bearing surfaces in methyl ethyl ketone or lacquer thinner. Rinse in another bath of the clean solvent and blow dry prior to installation.

(c) Reinstall bolts and nuts found to be free of lubricant and install new bolts and nuts where the parts have been discarded in accordance with paragraph (a). Torque each bolt in accordance with paragraph (d) before advancing to the next bolt to avoid disturbing the wing adjustment. (Note: It is not necessary to replace the soft aluminum washers between the spar fittings.)

(d) Wing attach bolts, nuts, and the required torque values are as follows:
Lower forward: NAS 495-14-29 bolt and EB 144 nut. Torque to 5000-5500 inch-pounds.

Upper forward: NAS 150-38 bolt and 12B-108 nut. Torque to 2000-2300 inch-pounds.

Upper and lower rear: NAS 150-33 bolts and 12B-108 nuts. Torque to 2000-2300 inch-pounds.

(Beech Service Bulletins D50E No. 37, J50 No. 9, and 65 No. 19, as revised March 1964, cover this same subject.)

This amendment shall become effective November 20, 1964.

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

Issued in Washington, D. C., on October 14, 1964.

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

[F.R. Doc. 64-10690; Filed, Oct. 20, 1964; 8:46 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket No. C-844]

PART 13—PROHIBITED TRADE PRACTICES

Hoosier Tarpaulin & Canvas Goods Co., Inc., et al.

Subpart—Advertising falsely or misleadingly: § 13.155 Prices: 13.155-45 Fictitious markings; § 13.230 Size or weight. Subpart—Misbranding or mislabeling: § 13.1280 Price; § 13.1323 Size or weight. Subpart—Misrepresenting oneself and goods—PRICES: § 13.1805 Exaggerated as regular and customary; § 13.1811 Fictitious preticketing.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Hoosier Tarpaulin & Canvas Goods Company, Inc., et al., Indianapolis 6, Ind., Docket C-844, Oct. 5, 1964]

In the Matter of Hoosier Tarpaulin & Canvas Goods Co., Inc., a Corporation, and Victory M. Goldberg and Robert T. Goldberg, Individually and as Officers of Said Corporation

Consent order requiring Indianapolis, Ind., manufacturers of tarpaulins, tents, and other canvas products and engaged also in the distribution of sleeping bags and other camping equipment to wholesalers and retailers for resale, to cease listing; in catalogs, excessive prices for tents, represented thereby as actual retail prices in the area concerned, and similarly listing sleeping bags as "\$28.00 each" and preticketing them with the statement "List Price \$28.00" when \$28.00 was not an honest estimate of the actual retail price; and to cease labeling their tarpaulins and tents, and listing them in catalogs, with a "cut size" or "base size" almost invariably larger than the actual size.

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

It is ordered, That respondents, Hoosier Tarpaulin & Canvas Goods Co., Inc., a corporation, and its officers and Victor M. Goldberg and Robert T. Goldberg, individually and as officers of said corporation, and respondents' agents, representatives and employees, directly or through any corporate or other device, in connection with the advertising, offering for sale, sale, or distribution of tarpaulins, tents, canvas products, sleeping bags, other camping equipment or other merchandise, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Advertising, disseminating or distributing any list, preticketed or suggested retail price that is not established in good faith as an honest estimate of the actual retail price or that appreciably exceeds the highest price at which substantial sales are made in respondents' trade area.

2. Furnishing any distributor, dealer or retailer with any means whereby to deceive the purchasing public in the manner forbidden by the above provisions of this order.

3. Furnishing to others any means or instrumentality by or through which the public may be misled as to the size of respondents' merchandise.

4. Putting any plan in operation through the use of which retailers or others may misrepresent the size of respondents' merchandise.

5. Advertising, labeling, representing in a catalog, or otherwise representing the "cut size", or dimensions of material used in their construction, unless such representation is accompanied by a description of the finished or actual size in immediate conjunction therewith with the latter description being given at least equal prominence.

6. Misrepresenting the size of such products on labels or in any other manner.

It is further ordered, That the respondents herein shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with this order.

Issued: October 5, 1964.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 64-10696; Filed, Oct. 20, 1964; 8:46 a.m.]

[Part No. C-842]

PART 13—PROHIBITED TRADE PRACTICES

Wear-Ever Aluminum, Inc.

Subpart—Dealing on exclusive and tying basis: § 13.670 Dealing on exclusive and tying basis; 13.670-20 Federal Trade Commission Act.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or applies sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Wear-Ever Aluminum, Inc., Pittsburgh, Pa., Docket C-842, Sept. 30, 1964]

Consent order requiring a wholly owned subsidiary of Aluminum Company of America—the industry leader in the distribution and sale of aluminum stock pots and pans at the wholesale and retail level, engaged in by it for the past 40 years, which, in December 1961 put into effect a plan conditioning the sale of its said products to "Regular Food Service Equipment Dealers" upon their signing an "Authorized Dealer Agreement" and their understanding that they would purchase and display an adequate stock of Wear-Ever's professional cutlery, produced by an indirect subsidiary of Alcoa and of which Wear-Ever was the exclu-

sive distributor—to cease selling its pots and pans to hotel and restaurant supply purchasers and distributors on the condition that they agree to purchase Wear-Ever's cutlery or any other of Wear-Ever's products; and to cease engaging in any franchising, etc., which had the effect of requiring purchasers to buy said cutlery or other products as a condition to being able to deal in aluminum stock pots and pans; requiring it further to promptly advise all of its officers, agents, etc., of the full text of the instant order, to disseminate the order to all its hotel and restaurant supply dealer customers in eight named northeastern states along with a disclaimer to the effect that they would not be required to agree to purchase Wear-Ever's cutlery in order to obtain their requirements of pots and pans; and providing further that, should Alcoa transfer its interest in respondent or Wear-Ever's selling business to another subsidiary or affiliate or to itself, it advise the Commission within 90 days of such action and, in effect, secure the Commission's approval, as in detail set forth below.

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

1. *It is ordered*, That respondent, Wear-Ever Aluminum, Inc., its officers, agents, representatives, salesmen, employees, successors or assigns, directly or indirectly, or through any corporate or other device, in connection with the establishment of Wear-Ever or any other Authorized Food Service Equipment Dealerships or in connection with the promotion, contracting, arranging, or offering for sale, sale or distribution of aluminum cooking utensils which are designed for use in large kitchens and cafeterias by the professional or institutional trade in the preparation and dispensing of food on a large scale basis, known in the trade as "aluminum stock pots and pans", and cutlery, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from engaging in any of the following acts, practices, or things:

A. Offering to sell or selling such Wear-Ever "aluminum stock pots and pans" to hotel and restaurant supply purchasers, dealers, or distributors upon the condition that said purchasers, dealers, or distributors purchase or agree to purchase Wear-Ever's cutlery or any articles other than such "aluminum stock pots and pans" which are manufactured for, sold or distributed by Wear-Ever; or

B. Continuing or placing into effect any contract of sale, or engaging in any franchising, merchandising, or distribution plan or policy through contracts, agreements, or understandings, either expressed or implied, with hotel and restaurant supply purchasers, dealers, or distributors which has the purpose or effect of requiring said purchasers, dealers or distributors to purchase or agree to purchase Wear-Ever's cutlery or any other articles (except such "aluminum stock pots and pans") which are manufactured for, sold, or distributed by Wear-Ever as a condition to being able to purchase or deal in Wear-Ever's said "aluminum stock pots and pans."

2. *It is further ordered*, That respondent corporation Wear-Ever Aluminum, Inc., shall within sixty (60) days after service upon it of this Order:

A. Advise promptly, in writing, all of its officers, agents, representatives, salesmen and employees engaged in negotiating the sale of such "aluminum stock pots and pans" to hotel restaurant supply dealers or negotiating merchandising or franchising agreements with said dealers the full text of this Order and that each and every person is subject to the provision of this Order as it applies to Wear-Ever Aluminum, Inc.;

B. Disseminate in writing to all hotel and restaurant supply dealers or distributors located in Maine, New Hampshire, Massachusetts, Vermont, Rhode Island, Connecticut, New York and the northern half of New Jersey, who are or were purchasers of Wear-Ever Aluminum, Inc.'s said "aluminum stock pots and pans," the full text of this Order as it applies to Wear-Ever Aluminum, Inc.;

C. Disseminate to all such dealers or distributors who are or were purchasers of Wear-Ever Aluminum, Inc.'s said "aluminum stock pots and pans" a written affirmative disclaimer to the effect that said purchasers will not be required to agree to purchase or maintain an adequate stock of cutlery which is manufactured for, sold or distributed by Wear-Ever Aluminum, Inc., in order to be able to obtain their requirements of said "aluminum stock pots and pans" or to become, maintain or retain their status as an Authorized Food Service Equipment Dealer or Distributor.

D. For the purposes of subparagraphs B and C of paragraph 2 of this Order, the term "purchasers" shall be deemed to include all present and former hotel and restaurant supply purchasers of Wear-Ever Aluminum, Inc.'s said "aluminum stock pots and pans" in the area specified in subparagraph B of paragraph 2 of this Order for the period beginning January 1, 1961, and continuing up to and including sixty (60) days after service upon Wear-Ever Aluminum, Inc., of this Order.

3. *It is additionally ordered*, That:

A. In the event Aluminum Company of America should divest, divorce or transfer, by whatever means, its complete or controlling interest in the ownership of the capital stock of respondent Wear-Ever Aluminum, Inc., to a subsidiary or affiliate, the Aluminum Company of America shall advise the Federal Trade Commission within ninety (90) days of such divestment, divorce or transfer and shall be required to have as a necessary condition to any such transfer that the transferee file with the Commission's principal office within the aforesaid ninety (90) day period a report consenting to the jurisdiction of the Commission and to the terms, conditions, and prohibitions of this Order as it applies to the Aluminum Company of America or to prior intervening successors.

B. In the event Aluminum Company of America should divest, divorce or transfer, by whatever means, the business of selling "Wear-Ever" aluminum stock pots and pans by Wear-Ever Alu-

minum, Inc., to another subsidiary, affiliate, or itself, the Aluminum Company of America shall advise the Federal Trade Commission within ninety (90) days of such divestment, divorce or transfer and shall be required to have as a necessary condition to any such transfer that the transferee file with the Commission's principal office within the aforesaid ninety (90) day period a report consenting to the jurisdiction of the Commission and to the terms, conditions and prohibitions of this Order as it applies to Wear-Ever Aluminum, Inc., or to prior intervening successors to the aforementioned business of selling aluminum stock pots and pans.

It is further ordered, That the respondent Wear-Ever Aluminum, Inc., shall, within sixty (60) days after service upon it of this Order, file with the Commission a report in writing setting forth in detail the manner and form in which it has complied with this order.

Issued September 30, 1964.

By the Commission.

[SEAL]

JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 64-10697; Filed, Oct. 20, 1964;
8:46 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 121—FOOD ADDITIVES

Subpart F—Food Additives Resulting From Contact With Containers or Equipment and Food Additives Otherwise Affecting Food

ADHESIVES

The Commissioner of Food and Drugs, having evaluated the data in a petition (FAP 4B1463) filed by The Dow Chemical Company, Midland, Michigan, and other relevant material, has concluded that the food additive regulations should be amended to provide for the use of an additional substance in the formulation of food-packaging adhesives. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409 (c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.90; 29 F.R. 471), paragraph (c)(5) of § 121.2520 *Adhesives* is amended by inserting alphabetically in the list "Components of adhesives" the following new items:

Diethylene glycol monophenyl ether.
Ethylene glycol monophenyl ether.

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., written objections

thereto. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed in quintuplicate.

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

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

Dated: October 14, 1964.

WINTON B. RANKIN,
Assistant Commissioner
for Planning.

[F.R. Doc. 64-10728; Filed, Oct. 20, 1964; 8:48 a.m.]

PART 121—FOOD ADDITIVES

Subpart D—Food Additives Permitted in Food for Human Consumption

CALCIUM LACTOBIONATE

The Commissioner of Food and Drugs, having evaluated the data in a petition (FAP 4A1488) filed by National Dairy Products Corporation, 801 Waukegan Road, Glenview, Illinois, 60025, and other relevant material, has concluded that a food additive regulation should issue to prescribe the safe use of calcium lactobionate as a firming agent in dry pudding mixes. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c) (1), 72 Stat. 1786; 21 U.S.C. 348(c) (1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.90; 29 F.R. 471), Part 121 is amended by adding to Subpart D the following new section:

§ 121.1162 Calcium lactobionate.

The food additive calcium lactobionate may be safely used in food in accordance with the following prescribed conditions:

(a) The food additive is the calcium salt of lactobionic acid (4-(β, D-galactosido)-D-gluconic acid) produced by the oxidation of lactose.

(b) It is used or intended for use as a firming agent in dry pudding mixes at a level not greater than that required to accomplish the intended effect.

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., written objections thereto. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the

grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed in quintuplicate.

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

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

Dated: October 14, 1964.

WINTON B. RANKIN,
Assistant Commissioner
for Planning.

[F.R. Doc. 64-10729; Filed, Oct. 20, 1964; 8:48 a.m.]

Title 26—INTERNAL REVENUE

Chapter I—Internal Revenue Service, Department of the Treasury

SUBCHAPTER E—ALCOHOL, TOBACCO, AND OTHER EXCISE TAXES

[T.D. 6762]

PART 175—TRAFFIC IN CONTAINERS OF DISTILLED SPIRITS

Miscellaneous Amendments

Correction

In F.R. Doc. 64-10624 appearing in the issue for Saturday, October 17, 1964, at page 14361, delete in the proviso for § 175.87 the words "liquor bottles of less than one-half pint and."

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of the Treasury

[CGFR-64-55]

PART 116—PROCEDURES FOR PURCHASING

Partial Rescission of Regulations

Pursuant to authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order 167-17 (20 F.R. 4976), and Treasury Department Order 167-50 (28 F.R. 530), all of Part 116, 33 CFR except §§ 116.01-10 through 116.01-19 is rescinded. Applicable procedures and regulations are published in Chapters 1 and 11 of 41 CFR.

(14 U.S.C. 633)

Dated: October 14, 1964.

[SEAL] E. J. ROLAND,
Admiral, U.S. Coast Guard,
Commandant.

[F.R. Doc. 64-10721; Filed, Oct. 20, 1964; 8:48 a.m.]

Title 43—PUBLIC LANDS: INTERIOR

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

SUBCHAPTER A—GENERAL MANAGEMENT (1000)

[Circular 2169]

PART 1820—APPLICATION PROCEDURES

Subpart 1821—Execution and Filing of Forms

TIME LIMIT FOR FILING DOCUMENTS

The purpose of this amendment is to incorporate into the regulations the definition of "filing" which has appeared in many cases and Departmental decisions, including United States v. Lombardo, 241 U.S. 73 (1916) and H. P. Saunders, Jr., 59 I.D. 41 (1945), that filing is not accomplished until a document is delivered to and received by the proper office. It also allows the authorized officer to consider a document as being timely filed—even though it is received after the expiration of the period for filing—except where the law does not permit him to do so, the rights of third parties have intervened, or further consideration of the document would unduly interfere with the orderly conduct of business.

These rules relate to agency procedure and are not required by law to be published as proposed rule making. This Department, nevertheless, customarily gives such notice and public procedure thereon. However, the practice is deemed unnecessary in this instance because the amendment involves a long established Departmental principle, and the grant of additional privileges, and does not place any burden on interested parties. Accordingly, these rules shall become effective upon the date of publication in the FEDERAL REGISTER.

Section 1821.2-2 is amended by changing the title and the addition of new paragraphs (f) and (g) as follows:

§ 1821.2-2 Time limit for filing documents.

(f) Except when (c) of this section is applicable, filing is accomplished when a document is delivered to and received by the proper office. Depositing a document in the mails does not constitute filing.

(g) When the regulations of this chapter (except Parts 1840 and 1850) provide that a document must be filed or a payment made within a specified period of time, the filing of the document or the making of the payment after the expiration of that period will not prevent the authorized officer from considering the document as being timely filed or the payment as being timely made except where:

1. The law does not permit him to do so.
2. The rights of a third party or parties have intervened.

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3. The authorized officer determines that further consideration of the document or acceptance of the payment would unduly interfere with the orderly conduct of business.

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

OCTOBER 15, 1964.

[F.R. Doc. 64-10705; Filed, Oct. 20, 1964;
8:46 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 982]

FILBERTS GROWN IN OREGON AND WASHINGTON

Proposed Expenses and Rate of Assessment for 1964-65 Fiscal Year

Notice is hereby given that there is under consideration a proposal regarding expenses of the Filbert Control Board and a rate of assessment for the 1964-65 fiscal year which began August 1, 1964. The proposal is based on the recommendation of the Filbert Control Board and other available information and would be established pursuant to the provisions of amended Marketing Agreement No. 115 and Order No. 982 (7 CFR Part 982), regulating the handling of filberts grown in Oregon and Washington, effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674).

Consideration will be given to any written data, views, or arguments pertaining to the proposal which are received by the Hearing Clerk, U.S. Department of Agriculture, Room 112, Administration Building, Washington, D.C., 20250, not later than ten days after publication of this notice in the FEDERAL REGISTER. All written submissions made pursuant to this notice should be in quadruplicate and will be made available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

Based on the volume of filberts estimated to be subject to this regulatory program during the 1964-65 fiscal year, an assessment rate of 0.20 cent per pound of assessable filberts is expected to provide sufficient funds to meet the estimated expenses of the Board.

The proposal is as follows:

§ 982.309 Expenses of the Filbert Control Board and rate of assessment for the 1964-65 fiscal year.

(a) *Expenses.* Expenses that are reasonable and likely to be incurred by the Filbert Control Board during the 1964-65 fiscal year beginning August 1, 1964, in accordance with § 982.60, will amount to \$18,505, and the Board is authorized to incur such expenses.

(b) *Rate of assessment.* The rate of assessment for said fiscal year, payable by each handler in accordance with § 982.61, is fixed at 0.20 cent per pound of filberts.

Dated: October 16, 1964.

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

[F.R. Doc. 64-10735; Filed, Oct. 20, 1964; 8:49 a.m.]

Agricultural Research Service

[9 CFR Part 155]

CERTIFIED PRODUCTS FOR DOGS, CATS, AND OTHER CARNIVORA

Inspection, Certification and Identification as to Class, Quality, Quantity and Condition

Notice is hereby given in accordance with section 4 of the Administrative Procedure Act (5 U.S.C. 1003) that the Department of Agriculture, pursuant to the provisions of sections 203 and 205 of the Agricultural Marketing Act of 1946, as amended (7 U.S.C. 1622, 1624), proposes to amend the regulations for inspection and certification of products for dogs, cats, and other carnivora (9 CFR Part 155) in the following respects:

1. Paragraphs (p) and (q) would be added to § 155.2 to read as follows:

§ 155.2 Terms defined.

When used in this part unless otherwise distinctly expressed or manifestly incompatible with the intent thereof:

(p) "Poultry" means any domesticated bird slaughtered in accordance with the Poultry Products Inspection Act, Public Law 85-172, 85th Congress, S. 1747, dated August 28, 1957 (21 U.S.C. 451 et seq.).

(q) "Poultry product" means any edible part of fresh poultry which have been slaughtered for human food and from which the blood, feathers, feet, head and viscera have been removed in accordance with rules and regulations promulgated by the Secretary of Agriculture.

§ 155.29 [Amended]

2. Subparagraph (2) of paragraph (a) of § 155.29 would be amended to read:

(2) Not less than 30 percent of meat or animal food meat by-product or both, or of horse meat or animal food horse meat by-product or both, or of mule meat or animal food mule meat by-product or both, or poultry products, shall be used in the preparation of canned or semi-moist certified maintenance food. Upon specific approval of the Director of the Division, combinations of the above specified ingredients may be used. The uncooked weight of the meat or animal food meat by-product or both, or of the horse meat or animal food horse meat by-product or both, or of the mule meat or animal food mule meat by-product or both, or of the poultry products, or of the combinations thereof, shall be used in the calculation, and the percentage shall be obtained by relating this weight to the total weight of the certified maintenance food.

3. Paragraph (b) of § 155.29 would be amended to read:

(b) *Composition of canned or fresh frozen certified supplemental animal foods.* (1) Certified animal protein supplement shall comply with the following requirements:

(i) Certified animal protein supplement shall contain not less than 95 percent of meat or animal food meat by-product or both, or of horse meat or animal food horse meat by-product or both, or of mule meat or animal food mule meat by-product or both, or of poultry products. Upon specific approval of the Director of the Division, combinations of the above specified ingredients may be used;

(ii) Certified animal protein supplement shall have added thereto a sufficient amount of fresh ground bone or other acceptable agent to satisfy the requirements of the regulations promulgated under the Meat Inspection Act (34 Stat. 1260), as amended (21 U.S.C. 71 et seq.), and the Horse Meat Act (41 Stat. 241; 21 U.S.C. 96), in order to insure decharacterization of the product for human food purposes;

(iii) Certified animal protein supplement may contain not more than 3 percent wheat flour or other processing aid acceptable to the Director of the Division, which shall be of good quality, shall be free from insect infestation, and shall be otherwise fit for use as animal food;

(iv) Certified animal protein supplement shall contain not less than 15 percent protein; and

(v) Certified animal protein supplement shall contain not less than 3 percent fat.

(2) Certified pet food supplement shall comply with the following requirements:

(i) Certified pet food supplement shall contain not less than 50 percent of meat or animal food meat by-product or both, or of horse meat or animal food horse meat by-product or both, or of mule meat or animal food mule meat by-product or both, or of poultry products. Upon specific approval of the Director of the Division, combinations of the above specified ingredients may be used;

(ii) Certified pet food supplement shall have added thereto a sufficient amount of fresh ground bone or other acceptable agent to satisfy the requirements of the regulations promulgated under the Meat Inspection Act (34 Stat. 1260), as amended (21 U.S.C. 71 et seq.), and the Horse Meat Act (41 Stat. 241; 21 U.S.C. 96), in order to insure decharacterization of the product for human food purposes;

(iii) Certified pet food supplement may contain various cereals, flours, vegetables, flavorings, seasonings and other processing aids acceptable to the Director of the Division which shall be of good quality, shall be free from discoloration, mold, smut, and insect infestation and shall be otherwise fit for use as animal food;

(iv) Certified pet food supplement shall contain not less than 11 percent protein;

(v) Certified pet food supplement shall contain not less than 3 percent fat; and

(vi) Certified pet food supplement may not contain more than 74 percent moisture.

4. Subparagraphs (1) and (3) of paragraph (c) of § 155.29 would be amended to read:

(c) *Composition of certified canned pet stew.* (1) Certified pet stew shall contain not less than 25 percent of meat or animal food meat by-product or both, or of horse meat or animal food horse meat by-product or both, or of mule meat or animal food mule meat by-product or both, or of poultry products. Upon specific approval of the Director of the Division, combinations of the above specified ingredients may be used.

(3) Vegetables and grains and their derivatives used as ingredients of certified pet stews shall be of good quality, shall be free from discoloration, mold, smut, and insect infestation, and shall be otherwise fit for use as animal food.

5. Subparagraphs (2), (4), (5), and (6) of paragraph (c) of § 155.29 would be amended by adding the word "certified" before the word "pet" wherever the latter occurs in those subparagraphs.

The present regulations do not provide for the preparation and distribution under the Animal Food Certification Program of a class of product intended as a convenience food to complement the usual pet diet. This category of animal food is produced in volume by non-certified pet food manufacturers and its wide purchaser acceptance indicates it serves a useful purpose. The proposed amendments would extend the coverage of the voluntary certification program by including canned and fresh frozen supplemental pet foods. This will increase the varieties of certified animal foods available which will benefit purchasers as selections can then be made to fit a wider range of diet or feeding circumstances. The label design will include terms sufficiently descriptive to insure this type of product is properly identified to the purchaser.

The amendments also propose the use of poultry products in formulas for certified animal foods. Poultry products have been demonstrated to compare favorably, from a nutritional standpoint, with meats and by-products derived from food animals. Poultry products have a history of extensive usage in animal foods which are not prepared under the certification program and have been found to constitute a valuable protein supply.

Any person who wishes to submit written data, views, or arguments concerning the proposed amendments may do so by filing them with the Director, Meat Inspection Division, Agricultural Research Service, U.S. Department of Agriculture, Washington, D.C., 20250, within 30 days after date of publication of this notice in the FEDERAL REGISTER. All written submissions made pursuant to this notice will be made available for public inspection

at such times and places and in a manner convenient to the public business (7 CFR 1.27(b)).

Done at Washington, D.C., this 16th day of October, 1964.

B. T. SHAW,
Administrator,
Agricultural Research Service.

[F.R. Doc 64-10737; Filed, Oct. 20, 1964;
8:49 a.m.]

ATOMIC ENERGY COMMISSION

[10 CFR Part 2]

REVIEW OF INITIAL DECISIONS IN FACILITY LICENSING CASES

Notice of Proposed Rule Making

Statement of considerations. The Atomic Energy Commission is considering the amendment of § 2.760(a) of its Rules of Practice (10 CFR Part 2) to extend from the present period of thirty days to a period of forty-five days the time within which the Commission may review on its own motion initial decisions in facility licensing cases, including decisions which grant or amend construction permits or operating licenses under 10 CFR Part 50 and construction or operating authorizations for facilities owned by the Commission under 10 CFR Part 115. Under the existing provisions of § 2.760(a), an initial decision will become the final action of the Commission thirty days after its date in the absence of Commission action or the filing by a party of a petition for review.

It is the practice of the Commission to conduct an informal review of decisions in facility licensing cases whether or not a petition for review has been filed by a party. It has become apparent that this limited period of thirty days imposes considerable constraint upon the Commission. A petition for review may be filed by mail under 10 CFR 2.760(a) and is considered filed when it is deposited in the mails (10 CFR § 2.701(c)), so that the Commission may not be in a position to determine definitely the procedural status of a case until more than twenty days after the date of the initial decision. Since under the present terms of 10 CFR 2.760(a) any order made on the Commission's own motion must be made within thirty days after the date of the initial decision, the Commission's informal review has been conducted under stringent time limitations.

Under 10 CFR 50.57(e) and 115.45(e), a forty-five day time limit is provided for Commission review when a decision in a provisional operating license or authorization case has been granted expedited effectiveness by the presiding officer (an atomic safety and licensing board or a hearing examiner). The proposed amendment would allow such a forty-five day period for review of a decision granting a construction permit or authorization as well as an operating license or authorization and amendment to one of these. Since the elimination in 1962 of the statutory mandatory hearing at the operating license stage (Atomic

Energy Act of 1954, § 189(a); P. L. 87-615 (76 Stat. 409)), a hearing has ordinarily been held only at the construction permit stage.

Notice is hereby given that adoption of the following amendment to 10 CFR Part 2—Rules of Practice, is contemplated.

Interested persons may submit written comments for consideration in connection with the proposed amendment to the Secretary, U.S. Atomic Energy Commission, Washington, D.C., 20545, within twenty days after publication of this notice in the FEDERAL REGISTER. Comments received after that period will be considered if it is practicable to do so, but assurance of consideration cannot be given if the comments are not filed within the period specified.

Title 10 CFR 2.760(a) is amended to read as follows:

(a) After hearing, the presiding officer will render an initial decision which will constitute the final action of the Commission forty-five days after its date when it authorizes the issuance or amendment of a license for a facility, or thirty days after its date in any other case, unless a timely petition for review is filed or the Commission directs that the record be certified to it for final decision.

(Sec. 161, 68 Stat. 948; 42 U.S.C. 2201)

Dated at Washington, D.C., this 15th day of October, 1964.

For the Atomic Energy Commission.

W. B. McCool,
Secretary to the Commission.

[F.R. Doc. 64-10794; Filed, Oct. 20, 1964;
11:27 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 71 [New]]

[Airspace Docket No. 64-SO-15]

FEDERAL AIRWAYS

Proposed Revocation and Designation

The Federal Aviation Agency is considering amendments to Part 71 [New] of the Federal Aviation Regulations which would revoke the north alternate segment of V-54 from Muscle Shoals, Ala., to Chattanooga, Tenn., and designate a south alternate segment to V-54 from Muscle Shoals to Chattanooga, via the intersection of the Muscle Shoals 111° and the Chattanooga 245° True radials.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Southern Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, Post Office Box 20636, Atlanta, Ga., 30320. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. The proposal contained in this notice may be changed in the light of comments received.

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

Primary approach procedures for the Huntsville-Madison County Airport, Ala., are aligned from north to south. High terrain restricts maneuvering of aircraft to the east. Restricted Area R-2104 prohibits effective maneuvering of aircraft to the west of the airport. These restrictions to the maneuvering of terminal traffic result in delays to departing aircraft under conditions requiring arriving aircraft to execute instrument approaches. Additional delays are encountered by arriving aircraft during the period of time departing aircraft are en route from the airport to V-54.

Designation of the south alternate and establishment of transition routes between the airport and the south alternate would provide a means for expediting departures during IFR conditions. For these reasons, delays for aircraft arriving at, and departing from, Huntsville-Madison County Airport would be substantially reduced. Since V-54N creates the same problems as the main segment of the airway, in the absence of a south alternate, retention of the north alternate would be unnecessary if this proposal is adopted.

These amendments are proposed under section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Washington, D.C., on October 14, 1964.

H. H. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64-10691; Filed, Oct. 20, 1964; 8:46 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 64-SO-16]

FEDERAL AIRWAYS, TRANSITION AREAS, AND REPORTING POINT

Proposed Alteration and Designation

The Federal Aviation Agency (FAA) is considering amendments to Part 71 [New] of the Federal Aviation Regulations which would include alteration of the segment of VOR Federal airway No. 7 from Montgomery, Ala., to Birmingham, Ala.; realignment of the segment of VOR Federal airway No. 18 from Meridian, Miss., to Anniston, Ala.; designation of V-18 south alternate segment from Tuscaloosa, Ala., via Brookwood, Ala., to Anniston; revocation of V-18 north alternate segment from Meridian to Anniston; alteration and realignment of the segment of VOR Federal airway No. 66 from Tuscaloosa via Brookwood to Talladega, Ala.; alteration and realignment of the segment of VOR Federal airway No. 209 from Kewanee, Miss., via Brookwood to Birmingham; realignment

of the segment of VOR Federal airway No. 875 to overlie the centerline of V-18 from Tuscaloosa to Meridian; alteration of the Meridian transition area; designation of the Tuscaloosa transition area; and designation of the Brookwood VOR reporting point.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Southern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, Post Office Box 20636, Atlanta, Ga., 30320. All communications received within 45 days after publication of the Notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendments. The proposals contained in this notice may be changed in the light of comments received.

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

The Federal Aviation Agency is commissioning a new VOR en route navigational facility in the vicinity of Brookwood, Ala. (latitude 33°14'22" N., longitude 87°15'00" W.), on approximately February 15, 1965. The Agency has under consideration the following actions associated with the commissioning of this new facility:

1. The alteration of V-7 from Montgomery to Birmingham by reducing the width on the west side of the airway from the intersection of the Montgomery 308° and the Birmingham 180° True radials to Birmingham, to three nautical miles from the centerline, including the additional airspace within a line diverging at 4.5° from the centerline at the Birmingham VOR.

2. The realignment of V-18 from Meridian via Tuscaloosa; Birmingham; to Anniston; designation of the V-18 south alternate from Tuscaloosa via Brookwood to Anniston; and the revocation of the V-18 north alternate segment from Meridian to Tuscaloosa.

3. The realignment of V-66 from Tuscaloosa via Brookwood to Talladega; the reduction of the width of V-66 on the south side from Brookwood to the western boundary of V-7 to three nautical miles from the centerline.

4. The alteration of V-209 from Kewanee via Brookwood to Birmingham. The width of the segment between Kewanee and Brookwood would be reduced only on the south side to three nautical miles from the centerline, including the additional airspace within lines diverging at 4.5° from the centerline at the Kewanee and Brookwood VORs to their point of intersection.

5. The alteration of V-875 to overlie the proposed realigned segment of V-18 from Tuscaloosa to Meridian.

6. The alteration of the Meridian transition area to include, as a part of

the area, a portion of the control areas presently designated with the V-18 north alternate segment, between Meridian and Tuscaloosa and which are proposed herein for revocation.

7. The designation of the Tuscaloosa transition area to include a portion of the control areas southwest of Tuscaloosa which are currently designated with the segment of V-18 proposed, herein, for alteration.

8. The designation of the Brookwood VOR as a domestic low altitude reporting point.

The proposed airway alterations and realignments between Meridian and Birmingham and via the Brookwood VOR would facilitate the movement and control of IFR traffic operating between the Meridian, Tuscaloosa, Birmingham, and Anniston terminal areas. The Brookwood VOR would provide more precise navigational guidance for aircraft operating along the airway segments proposed to be designated via this new facility. The proposed alteration of the Meridian transition area, and the designation of the Tuscaloosa transition area would provide controlled airspace to permit air traffic control of aircraft arriving at, and departing, the Meridian Naval Air Station. The airway width reductions proposed for the segments of V-7, V-66 and V-209 would permit realignment of the currently established boundaries of the Craig AFB, Intensive Student Jet Training Area No. 1.

Concurrently, with the airway alterations proposed herein, the Federal Aviation Agency is considering the following nonrule-making action to redescribe the Craig Intensive Student Jet Training Area No. 1 boundaries as follows:

Craig ISJTA No. 1 boundaries:

Beginning at latitude 32°28'30" N., longitude 86°49'00" W.; thence to latitude 32°24'00" N., longitude 86°49'00" W.; thence to latitude 32°29'00" N., longitude 87°15'00" W.; thence to latitude 32°31'00" N., longitude 87°16'00" W.; thence to latitude 32°30'30" N., longitude 88°10'20" W.; thence along the east edge of V-209 to latitude 33°01'00" N., longitude 87°28'00" W.; thence to latitude 33°01'00" N., longitude 87°18'15" W.; thence to latitude 33°11'20" N., longitude 87°06'20" W.; thence to latitude 33°12'00" N., longitude 86°57'45" W.; thence to latitude 33°00'00" N., longitude 86°57'45" W.; thence to latitude 32°34'20" N., longitude 87°00'00" W.; to the point of beginning.

The time of use and altitudes for Craig Intensive Student Jet Training Area No. 1 would remain as presently established. The proposed alteration of this intensive student jet training area is necessary to accommodate the designation of the segment of V-209 from Kewanee direct to Brookwood.

These amendments are proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Washington, D.C., on October 14, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64-10692; Filed, Oct. 20, 1964; 8:46 a.m.]

[14 CFR Part 75 [New]]

[Airspace Docket No. 63-EA-106]

PROPOSED JET ROUTE

Alteration

In a Notice of Proposed Rule Making published in the FEDERAL REGISTER as Airspace Docket No. 63-EA-106 on March 28, 1964 (29 F.R. 4105), it was stated that the Federal Aviation Agency (FAA) proposed to modify Jet Route No. 84 by extending this route from Northbrook, Ill., VORTAC via the intersection of the Northbrook VORTAC 093° and the Carleton, Mich., VORTAC 271° radials; the Carleton VORTAC; the Jefferson, Ohio, VORTAC; the Williamsport, Pa., VORTAC; the intersection of the Williamsport VORTAC 098° and the Kennedy, N.Y., VORTAC 308° radials; to Kennedy VORTAC.

Notice is hereby given that the original proposal is amended in that the portion east of Carleton, Mich., would be redesignated via the Slate Run, Pa., VOR to Kennedy, N.Y., VORTAC. Such alignment would use the Slate Run VOR in the jet route structure in lieu of the Jefferson, Ohio, and Williamsport, Pa., VORTACs, thereby providing relief to the frequency-congestion problem which is extremely critical in this section of the United States. In addition, it has been determined since publication of the Notice that alignment as originally proposed would result in a radar-reception limitation between Williamsport and Kennedy. Radar reception is satisfactory along the route proposed herein.

In order to provide interested persons time to adequately evaluate this proposal as modified, herein, and an opportunity to submit additional written data, views or arguments, the date for filing such material will be extended to November 20, 1964.

Communications should be submitted in triplicate to the Director, Eastern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica, N.Y., 11430.

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

Issued in Washington, D.C., on October 14, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64-10693; Filed, Oct. 20, 1964; 8:46 a.m.]

[14 CFR Part 507]

[Reg. Docket No. 6255]

AIRWORTHINESS DIRECTIVES

Boeing Model 727 Series Aircraft

The Federal Aviation Agency has under consideration a proposal to amend Part 507 of the Regulations of the Administrator to include an airworthiness

directive for Boeing Model 727 Series aircraft. This directive requires inspection and replacement of fuel line shrouds in the Section 48 compartment. In several cases the shrouds have been damaged during installation and deteriorated from contact with fuel, resulting in leakage and accumulation of fuel in the Section 48 area.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before November 20, 1964, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

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

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

BOEING. Applies to Model 727 Series aircraft. Compliance required as indicated.

Fuel line shrouds in the Section 48 area have been found deteriorated as a result of installation damage and contact with leaking fuel, which has resulted in fuel accumulating in the Section 48 area. To prevent such fuel accumulation:

(a) Within 100 hours' time in service from the effective date of this AD, unless previously accomplished, inspect and replace as necessary the Section 48 fuel line shrouds for each engine as follows:

(1) Visually inspect shroud connection to drain tube. If the red rubber inner liner of the shroud drain connection is not plainly visible, disconnect the shroud from the drain tube and inspect to determine if the red inner liner has been pulled free from the outer fabric. If the red inner liner has been pulled free from the outer fabric, the shroud drain line connection is damaged, or the drain tube is plugged, replace the affected shroud.

(2) Visually inspect each shroud for evidence of damage due to abrasion, fraying, cracks, separation of liner layers at clamped ends, deterioration, and for contact with fuel. (If fuel has deteriorated the shroud, the affected area will be soft.) Replace any damaged shroud. Replace shrouds, Boeing P/Ns D-4077-1 through D-4077-10, which have had any contact with fuel.

(3) Test the shrouds which were not replaced in accordance with paragraphs (a) (1) or (a) (2) for leakage by applying sufficient air pressure at the external drain port to expand the shroud (2 p.s.i. should be adequate). With the shroud fully inflated, check for leakage of air. If any leakage is detected, replace the affected shroud.

(b) Within 1,000 hours' time in service from the effective date of this AD, repeat the inspections required by paragraph (a). This reinspection need not be performed on those airplanes where existing shrouds have been replaced by modified shrouds, Boeing P/Ns

D-4077-101 through D-4077-110, or an equivalent approved by the Aircraft Engineering Division, FAA Western Region.

(c) Within 2,500 hours' time in service from the effective date of this AD, unless already accomplished, replace all fuel line shrouds in Section 48, P/Ns D-4077-1 through D-4077-10, with modified shrouds P/Ns D-4077-101 through D-4077-110, or an equivalent approved by the Aircraft Engineering Division, FAA Western Region.

(d) Upon request of the operator, an FAA maintenance inspector, subject to prior approval of the Chief, Aircraft Engineering Division, FAA Western Region, may adjust the compliance time specified in paragraph (b) of this AD to coincide with an established inspection or overhaul period of the operator if the request contains substantiating data to justify the increase for such operator.

Issued in Washington, D.C., on October 14, 1964.

G. S. MOORE,

Director,

Flight Standards Service.

[F.R. Doc. 64-10694; Filed, Oct. 20, 1964; 8:46 a.m.]

[14 CFR Part 507]

[Reg. Docket No. 6256]

AIRWORTHINESS DIRECTIVES

Hartzell Models HC-12X20-1, -2, -3, -5, and -7B Propellers

The Federal Aviation Agency has under consideration a proposal to amend Part 507 of the Regulations of the Administrator to include an airworthiness directive for Hartzell Models HC-12X20-1, -2, -3, -5, and -7B propellers equipped with C-49-2B and C-49-2C hub spiders. There has been an instance of loss of propeller blade resulting from failure of the propeller hub spider. To correct this condition, an AD is being proposed to require inspection and modification of Models HC-12X20-1, -2, -3, -5, and -7B propellers equipped with C-49-2B and C-49-2C hub spiders.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before November 20, 1964, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments will be available, both before and after the closing date for comments, in the rules docket for examination by interested persons.

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

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

HARTZELL. Applies to Models HC-12X20-1, -2, -3, -5, and -7B propellers equipped with C-49-2B and C-49-2C hub spiders having Serial Numbers between 4200 and 5200 installed on Downer (Republic) RC-3; Navion, Navion A; and Grumman G-44 Series aircraft.

Compliance required as indicated.

As a result of loss of propeller blade due to failure of a hub spider, accomplish the following:

(a) Visually inspect propeller hub spiders for cracks in accordance with Hartzell Service Bulletin No. 32 amended August 11, 1964, within 10 hours' time in service after the effective date of this AD, and at intervals thereafter not to exceed 25 hours' time in service from the last inspection until modification in accordance with Hartzell Service Bulletin No. 32 amended August 11, 1964, is accomplished. Replace cracked parts before further flight.

(b) Modify propeller hub spiders having accumulated less than 400 hours' time in service since new or last overhaul in accordance with Hartzell Service Bulletin No. 32 amended August 11, 1964, prior to the accumulation of 500 hours' total time in service since new or last overhaul.

(c) Modify propeller hub spiders having accumulated 400 or more hours' time in service since new or last overhaul in accordance with Hartzell Service Bulletin No. 32 amended August 11, 1964, prior to the accumulation of 100 hours' time in service after the effective date of this AD.

(Hartzell Service Bulletin No. 32 dated March 9, 1955, amended August 11, 1964, covers this subject.)

Issued in Washington, D.C., on October 14, 1964.

G. S. MOORE,
Director,

Flight Standards Service.

[F.R. Doc. 64-10695; Filed, Oct. 20, 1964;
8:46 a.m.]

DEPARTMENT OF LABOR

Division of Public Contracts

[41 CFR Part 50-203]

PREVAILING MINIMUM WAGES FOR SEPARABLE GROUPS OF OCCUPA- TIONS

Extension of Time To Present Data, Views, and Argument

A notice of proposed rule making concerning procedure for determining different prevailing minimum wages for separable groups of occupations was published in the FEDERAL REGISTER August 19, 1964 (29 F.R. 11842). Interested persons were given a period of 60 days after such publication to present data, views, and argument concerning its terms or substance to the Secretary of Labor. Such period is hereby extended 90 days to and including January 16, 1965.

Signed at Washington, D.C., this 15th day of October 1964.

W. WILLARD WIRTZ,
Secretary of Labor.

[F.R. Doc. 64-10704; Filed, Oct. 20, 1964;
8:46 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Coast Guard

[CGFR 64-57]

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, U.S. 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 June 24, 1964, to August 10, 1964 (List Nos. 19-64, 20-64). 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 ap-

provals may be found in § 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. 198), 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

LIFE PRESERVERS: REPAIRING AND CLEANING

Approval No. 160.006/17/1, Castle cleaning process for kapok life preservers as outlined in Castle Carpet Cleaning Corp. letter dated May 24, 1964, and U.S.C.G. Specification 160.006; issued to Castle Carpet Cleaning Corp., 36-21 33d Street, Long Island City, N.Y., effective June 24, 1964. (Where buoyancy fillers are not removed from envelope covers during cleaning process.) (It supersedes Approval No. 160.006/17/0 dated June 23, 1959, to show change in cleaning process.)

BUOYANT APPARATUS

Approval No. 160.010/36/1, 4.0' x 3.0' x 0.67' buoyant apparatus, fibrous glass reinforced plastic shell with unicellular plastic foam core, 11-person capacity, drawing No. 10-1, Rev. 4 dated September 8, 1958, and specification dated September 9, 1958, manufactured by Portland Industrial Plastics Co., 2824 North Interstate Avenue, Portland 1, Oreg., effective July 2, 1964. (It reinstates Approval No. 160.010/36/1 which expired December 31, 1963.)

LAMPS, SAFETY, FLAME

Approval No. 160.016/3/1, Wolf Brass Naphtha Burning, Key Lock, Flame Safety Lamp, drawing No. W-307 dated April 2, 1956, manufactured by Mine Safety Appliances Co., 201 North Brad-dock Avenue, Pittsburgh 8, Pa., effective July 31, 1964. (It supersedes Approval

No. 160.016/3/1 dated August 3, 1962, to show change of name and address of manufacturer.)

WATER, EMERGENCY DRINKING (IN HERMETICALLY SEALED CONTAINERS)

Approval No. 160.026/32/1, container for emergency provisions for lifeboats and life rafts, drawing No. RF-3 dated July 15, 1964, manufactured by H & M Packing Corp., 915 Ruberta Avenue, Glendale 1, Calif., effective July 30, 1964. (Markings: 1/4 Ration for lifeboats, 1/2 Ration for inflatable life rafts.) (It supersedes Approval No. 160.026/32/0 dated June 21, 1960.)

Approval No. 160.026/37/0, container for emergency provisions for lifeboats and life rafts, drawing No. 1367 dated June 22, 1964, and revised June 30, 1964, manufactured by Globe Equipment Corp., 257 Water Street, Brooklyn, N.Y., effective July 2, 1964. (Markings: 1/4 Ration for lifeboats, 1/2 Ration for inflatable life rafts.)

Approval No. 160.026/38/0, containers for emergency provisions for lifeboats and life rafts, MacDonald-Bernier drawing No. 32, revised July 24, 1964; markings: 1/4 Ration for lifeboats, 1/2 Ration for life rafts, manufactured by MacDonald-Bernier Co., Inc., 305 Main Street, Charlestown, Mass., 02129, effective August 10, 1964. (Packed by either Lord-Mott Co., Foot of Fell Street, Baltimore 3, Md., for MacDonald-Bernier Co., Inc., or by MacDonald-Bernier Co., Inc., 305 Main Street, Charlestown, Mass., 02129.)

LIFEBOATS

Approval No. 160.035/438/0, 22.0' x 6.75' x 2.92' aluminum, oar-propelled lifeboat, 26-person capacity, with removable interior, identified by construction and arrangement drawing No. B-80629 dated January 13, 1964, and revised June 19, 1964, manufactured by Welin Davit and Boat Division of Continental Copper & Steel Industries, Inc., Perth Amboy, N.J., effective June 29, 1964.

BUOYS, LIFE, RING, UNICELLULAR PLASTIC

Approval No. 160.050/12/3, 30-inch unicellular plastic ring life buoy, U.S.C.G. Specification Subpart 160.050 and American Pad & Textile Co. drawings No. 175-LA-3 revised December 26, 1963, or No. 175-LA-4 revised June 15, 1964, manufactured by The American Pad & Textile Co., 6230 Bienvenue Street, New Orleans, La., 70117, effective July 22, 1964. (Buoy bodies are made by B. F. Goodrich Co., Sponge Products Division, Shelton, Conn.) (It supersedes Approval No. 160.050/12/2 dated February 6, 1964, to show change of construction.)

Approval No. 160.050/13/2, 24-inch, unicellular plastic ring life buoy, U.S.C.G. Specification Subpart 160.050 and American Pad & Textile Co. drawings No. 175-LA-3 revised December 26, 1963, or No. 175-LA-4 revised June 15, 1964, man-

manufactured by The American Pad & Textile Co., 6230 Bienvenue Street, New Orleans, La., 70117, effective July 22, 1964. (Buoy bodies are made by B. F. Goodrich Co., Sponge Products Division, Shelton, Conn.) (It supersedes Approval No. 160.050/13/2 dated February 6, 1964, to show change of construction.)

Approval No. 160.050/14/3, 20-inch unicellular plastic ring life buoy, U.S.C.G. Specification Subpart 160.050 and American Pad & Textile Co. drawings No. 175-LA-3 revised December 26, 1963, or No. 175-LA-4 revised June 15, 1964, manufactured by The American Pad & Textile Co., 6230 Bienvenue Street, New Orleans, La., 70117, effective July 22, 1964. (Buoy bodies are made by B. F. Goodrich Co., Sponge Products Division, Shelton, Conn.) (It supersedes Approval No. 160.050/14/2 dated February 6, 1964, to show change of construction.)

INFLATABLE LIFE RAFTS

Approval No. 160.051/13/0, inflatable life raft, 4-person capacity, identified by general arrangement drawing SPC-MM-4002 (Rev. 2), dated November 1, 1963, and Master Record Index S.P.C. M.M./4 (Rev. 5), dated June 22, 1964, manufactured by Switlik Parachute Co., Inc., 1325 East State Street, Trenton 7, N.J., effective June 23, 1964. (Raft is packed with the "Limited Service Equipment" of 46 CFR 160.051-7(d).)

SAFETY VALVES (POWER BOILERS)

Approval No. 162.001/261/0, Types 1541-MF and 1543-MF safety valves, bronze body, for power boilers, drawing No. 312348, approved for a maximum pressure of 300 p.s.i. at 450° F., for sizes 1½", 2", and 2½" in the following capacities:

Capacity (pounds/hour at 300 p.s.i.)	
Orifice	Designation
G	7351
H	11,452
J	18,808

manufactured by Manning, Maxwell & Moore, Inc., Alexandria, La., effective August 10, 1964. (This valve is similar to Type 1541-M and 1543-M, Approval No. 162.012/22/0 dated 10-8-62). (It supersedes Approval No. 162.001/261/0 dated July 30, 1964, to show change in orifice and designation.)

FLAME ARRESTERS, BACKFIRE (FOR CARBURETORS)

Approval No. 162.015/94/0, Model 610 backfire flame arrester for carburetors, 2.34" diameter throat opening, drawing Nos. FA-1162 and 610 dated May 18, 1964, manufactured by Fisher Industries, 1625 West Maple Road, Troy, Mich., effective June 26, 1964.

INDICATORS, BOILER WATER LEVEL, SECONDARY TYPE

Approval No. 162.025/97/0, secondary type boiler water level indicator, remote reading, 1500 p.s.i. maximum pressure, comprised of force balance LR type level transmitter and a pointer type indicator, manufactured by Bailey Meter Co., Wickliffe, Ohio, effective July 30, 1964.

INCOMBUSTIBLE MATERIALS

Approval No. 164.009/37/0, "Foster Inulfas Sealer 31-26" composition type incombustible material consisting solely of Foster 31126 "Non-combustible Coating and Sealas Open Weave Glass Cloth," identical to that referred to in National Bureau of Standards Report No. TG-10210-1974:FP3363, dated April 30, 1956, manufactured by Benjamin Foster Co., 4635-37 West Girard Avenue, Philadelphia 31, Pa., effective July 31, 1964. (Formerly "Fiberseal"; also formerly "Foster Fiberseal Sealer".) (It supersedes Approval No. 164.009/37/0 dated February 18, 1964, to show correction in name of product.)

Approval No. 164.009/78/0, "Foster Inulfas Adhesive 81-15" composition type incombustible material, identical to that referred to in National Bureau of Standards Report No. TG10210-2107:FR3634 dated December 3, 1963, manufactured by Benjamin Foster Co., 4635-37 West Girard Avenue, Philadelphia 31, Pa., effective July 31, 1964. (It supersedes Approval No. 164.009/78/0 dated February 18, 1964, to show correction in name of product.)

Approval No. 164.009/80/0, Foster Inulfas Coating 31-30, composition type incombustible material, identical to that referred to in National Bureau of Standards Report No. TG10210-2109:FR3636 dated May 11, 1964, manufactured by Benjamin Foster Company, 4635-37 West Girard Avenue, Philadelphia 31, Pa., effective July 7, 1964.

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

WATER, EMERGENCY DRINKING (IN HERMETICALLY SEALED CONTAINERS)

Termination of Approval No. 160.026/8/1, container for emergency drinking water, drawing No. S1-117 dated August 23, 1951, Rev. 5 dated August 19, 1952, manufactured by The Multiple Breaker Co., 176 Oak Street, Newton Upper Falls, Mass., effective July 31, 1964. (Approval No. 160.026/8/1 terminated because manufacturer is no longer in business.)

Termination of Approval No. 160.026/11/0, container for emergency provisions, drawing No. 51-104, dated January 15, 1951, revised March 28, 1951, manufactured by The Multiple Breaker Co., 176 Oak Street, Newton Upper Falls, Mass., effective July 31, 1964. (Approval No. 160.026/11/0 terminated because manufacturer is no longer in business.)

SIGNAL PISTOLS FOR PARACHUTE RED FLARE DISTRESS SIGNALS

Termination of Approval No. 160.035/1/0, No. 52 Marine signal pistol, drawing No. MSP-1, revised October 1, 1943, manufactured by Kilgore, Inc., International Flare Signal Div., Westerville, Ohio, effective July 31, 1964. (Approval No. 160.028/1/0 dated July 31, 1957, terminated because it expired July 31, 1962.)

LIFEBOATS

Termination of Approval No. 160.035/53/1, 26.0' x 9.0' x 3.83' aluminum, oar-propelled lifeboat, 53-person capacity, identified by construction and arrange-

ment drawing No. 3083 dated April 18, 1959, and revised May 13, 1959, manufactured by Welin Davit and Boat Division of Continental Copper and Steel Industries, Inc., Perth Amboy, N.J., effective July 28, 1964. (Termination of Approval No. 160.035/53/1 dated July 28, 1959.)

Termination of Approval No. 160.035/63/2, 31.0' x 11.25' x 4.5' steel, motor-propelled lifeboat without radio cabin (Class B), 83-person capacity, identified by construction and arrangement drawing No. 2414 dated January 9, 1953, and revised April 21, 1959, manufactured by Welin Davit and Boat Division of Continental Copper and Steel Industries, Inc., Perth Amboy, N.J., effective July 28, 1964. (Termination of Approval No. 160.035/63/2 dated July 28, 1959.)

Termination of Approval No. 160.035/313/1, 26.0' x 9.0' x 3.83' aluminum, motor propelled lifeboat with radio cabin (Class A), 43-person capacity, identified by construction and arrangement drawing No. 3490 dated August 6, 1953, and revised April 21, 1959, manufactured by Welin Davit and Boat Division of Continental Copper and Steel Industries, Inc., Perth Amboy, N.J., effective July 28, 1964. (Termination of Approval No. 160.035/313/1 dated July 28, 1959.)

Termination of Approval No. 160.035/396/0, 24.0' x 8.0' x 3.5' fibrous glass reinforced plastic hand-propelled lifeboat, 40-person capacity, identified by construction and arrangement drawing No. P-24-IC, alteration B dated 14 April 1959, manufactured by Marine Safety Equipment Corp., Foot of Paynter's Road, Farmingdale, N.J., effective July 28, 1964. (Termination of Approval No. 160.035/396/0 dated July 28, 1959.)

BUOYANT VESTS, UNICELLULAR PLASTIC FOAM, ADULT AND CHILD

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

Termination of Approval No. 160.052/64/0, Type I, Model AP, adult unicellular plastic foam buoyant vest, U.S.C.G. Specification Subpart 160.052, manufactured by The Howard Zink Corp., Fremont, Ohio, effective July 28, 1964. (Termination of Approval No. 160.052/64/0 dated July 28, 1959.)

Termination of Approval No. 160.052/65/0, Type I, Model CPM, child unicellular plastic foam buoyant vest, U.S.C.G. Specification Subpart 160.052, manufactured by The Howard Zink Corp., Fremont, Ohio, effective July 28, 1964. (Termination of Approval No. 160.052/65/0 dated July 28, 1959.)

Termination of Approval No. 160.052/66/0, Type I, Model CPS, child unicellular plastic foam buoyant vest, U.S.C.G. Specification Subpart 160.052, manufactured by The Howard Zink Corp., Fremont, Ohio, effective July 28, 1964. (Termination of Approval No. 160.052/66/0 dated July 28, 1959.)

Dated: October 14, 1964.

[SEAL] E. J. ROLAND,
Admiral, U.S. Coast Guard
Commandant.

[F.R. Doc. 64-10722; Filed, Oct. 20, 1964; 8:48 a.m.]

DEPARTMENT OF JUSTICE

Immigration and Naturalization Service

STATEMENT OF ORGANIZATION

Field Service; Border Patrol Sectors

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

Sector No. 16 of paragraph (d) *Border Patrol Sectors* of sec. 1.51 *Field Service* is amended to read as follows:

SECTOR NO. 16—MARFA, TEX.

Alpine, Tex.
Fort Stockton, Tex.
Lubbock, Tex.
Marfa, Tex.
Pecos, Tex.
Presidio, Tex.
Sanderson, Tex.

Dated: October 16, 1964.

RAYMOND F. FARRELL,
*Commissioner of
Immigration and Naturalization.*

[F.R. Doc. 64-10725; Filed, Oct. 20, 1964;
8:48 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

AMERICAN CYANAMID CO.

Notice of Filing of Petition Regarding Food Additives Rubber Articles

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348(b)(5)), notice is given that a petition (FAP 5B1577) has been filed by American Cyanamid Company, Wayne, N.J., 07470, proposing the amendment of paragraph (c)(4)(ii)(c) of §121.2562 *Rubber articles intended for repeated use* by inserting alphabetically in the list of retarders the item "Cyanoguanidine."

Dated: October 13, 1964.

MALCOLM R. STEPHENS,
*Assistant Commissioner
for Regulations.*

[F.R. Doc. 64-10730; Filed, Oct. 20, 1964;
8:49 a.m.]

GEIGY INDUSTRIAL CHEMICALS

Notice of Filing of Petition Regarding Food Additive Disodium EDTA

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348(b)(5)), notice is given that a petition (FAP 5A1554) has been filed by Geigy Industrial Chemicals, Division of Geigy Chemical Corp., Post Office Box 430, Yonkers, N.Y., proposing the issu-

ance of an amendment to §121.1056 to provide for the safe use of disodium EDTA as a stabilizer of color in canned strawberry pie filling, at a level not to exceed 500 parts per million.

Dated: October 13, 1964.

MALCOLM R. STEPHENS,
*Assistant Commissioner
for Regulations.*

[F.R. Doc. 64-10731; Filed, Oct. 20, 1964;
8:49 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 15419]

BLOCKED SPACE AIR FREIGHT TARIFFS

Notice of Postponement of Hearing

By letter dated October 14, 1964, Trans World Airlines, Inc., requests postponement of the hearing in the above-entitled proceeding until after the decision of the U.S. Court of Appeals for the District of Columbia with respect to Board orders concerning the tariffs at issue herein. The request is based on a stipulation of American Airlines, Inc., The Slick Corporation, Trans World Airlines, Inc., and United Air Lines, Inc. All other parties have indicated to the examiner that they support the request.¹

Inasmuch as all or a large part of a hearing conducted at this time would concern service which will not be provided, the extent depending upon the court's decision, the requested postponement represents a sound proposal. Accordingly, the hearing is hereby postponed until further notice.

Dated at Washington, D.C., October 15, 1964.

[SEAL] RALPH L. WISER,
Hearing Examiner.

[F.R. Doc. 64-10732; Filed, Oct. 20, 1964;
8:49 a.m.]

[Docket No. 7984, etc.]

REOPENED SOUTHERN TRANSCONTINENTAL SERVICE CASE

Notice of Postponement

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that oral argument in the above-entitled case now assigned for November 4 is postponed to November 5, 1964, 10:00 a.m., e.s.t., Room 1027, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before the Board.

Dated at Washington, D.C., October 16, 1964.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F.R. Doc. 64-10733; Filed, Oct. 20, 1964;
8:49 a.m.]

¹Bureau Counsel, The Flying Tiger Line Inc., and Air Freight Forwarders Association members have advised the examiner by telephone that they support the request.

[Docket No. 11614]

UNITED AIR LINES, INC.

Notice of Change in Place of Hearing Regarding Deletion of Route 34 Points

Notice is hereby given that the place of the hearing in the above-entitled proceeding to be held October 20, 1964, at 10:00 a.m., e.d.s.t., is hereby changed from Room 911 to Room 726, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C.

Dated at Washington, D.C., October 16, 1964.

[SEAL] MILTON H. SHAPIRO,
Hearing Examiner.

[F.R. Doc. 64-10734; Filed, Oct. 20, 1964;
8:49 a.m.]

FEDERAL MARITIME COMMISSION

AMERICAN & AUSTRALIAN STEAMSHIP LINE AND PORT AND ASSOCIATED LINES

Notice of Agreements Filed for Approval

Notice is hereby given that the following Agreements have been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement(s) at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 301; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter), and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

John M. Lingenmeyer, Esquire, Kirlln, Campbell & Keating, 120 Broadway, New York 5, N.Y.

Agreement No. 7996-5 between American & Australian Steamship Line (as one member only, the parties to which appear in Agreement No. 7787), and Port and Associated Lines (as one member only, the parties to which appear in Agreement No. 7791), modifies the basic Agreement (7996, as amended) by completely deleting Article 2 thereof covering self-policing provisions.

Dated: October 15, 1964.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-10716; Filed, Oct. 20, 1964;
8:47 a.m.]

[Fact Finding Investigation No. 6]

STEAMSHIP CONFERENCE

Effects on Foreign Commerce of United States; Notice of Hearing

OCTOBER 16, 1964.

A further hearing in this proceeding will commence at 10:00 a.m., on November 17, 1964, in Room 610, Federal Office Building South, 600 South Street, New Orleans, La. The hearing will be open to the public.

RALPH P. DICKSON,
Investigative Officer.

[F.R. Doc. 64-10717; Filed, Oct. 20, 1964; 8:47 a.m.]

FEDERAL POWER COMMISSION

[Docket No. CP64-78]

ARKANSAS LOUISIANA GAS CO.

Notice of Application

OCTOBER 13, 1964.

Take notice that on September 30, 1963, as supplemented on February 28 and August 28, 1964, Arkansas Louisiana Gas Co. (Applicant), Slattery Building, Shreveport, La., filed in Docket No. CP64-78 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction during the calendar year 1964 and the operation of natural gas facilities for the sale of natural gas to direct industrial customers and to distributors for resale, all as more fully set forth in the application and supplements which are on file with the Commission and open to public inspection.

Applicant purposes to construct approximately 200 pipeline taps on its existing system to deliver natural gas to individual domestic and commercial customers or for new town border connections or rural extensions to consumers, and approximately 150 pipeline taps for direct sales to consumers for road building, irrigation, agricultural, processing and general use in areas outside of local distributors' franchise areas.

The total cost of facilities proposed under this application will not exceed a maximum of \$300,000 and the total deliveries to any one consumer will not exceed a maximum of 100,000 Mcf of natural gas per year.

This matter should be disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that preliminary staff analysis has indicated that there are no problems which would warrant a recommendation that the Commission designate this application for formal hearing before an examiner and that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing may be held without further notice before

the Commission on this application provided no protest or petition to intervene is filed within the time required herein. Where a protest or petition for leave to intervene is timely filed, or where the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

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

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before November 2, 1964.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-10698; Filed, Oct. 20, 1964; 8:46 a.m.]

[Docket No. CP62-51]

HOME GAS CO.

Notice of Petition To Amend

OCTOBER 12, 1964.

Take notice that on July 14, 1964, as supplemented on September 11, 1964, Home Gas Co. (Petitioner), 800 Union Trust Building, Pittsburgh, Pa., filed in Docket No. CP62-51 a petition to amend the order of the Commission issued December 15, 1961, which order permitted Petitioner to abandon 159.8 miles of four parallel 6-inch transmission lines, with 6.7 miles to be abandoned by sale to Columbia Gas of New York, Inc. (Columbia) and the remaining portion to be lifted and salvaged. In the subject petition, Petitioner requests authorization to sell an additional 1.6 mile section of the line to Columbia for \$3,989 in lieu of salvage.

Petitioner seeks further amendment of the order of December 15, 1961, by requesting authorization to abandon an additional 14.2 miles of four parallel 6-inch lines located immediately west of the facilities abandoned in the instant

RATE SCHEDULE DESIGNATIONS

	Other party	Date of instrument	Description
Eastern Shore Public Service Co. of Maryland, Rate Schedule FPC No. 10 (supersedes Rate Schedule FPC No. 2 and Supplements Nos. 1 and 2 thereto).	Eastern Shore Public Service Co. of Virginia and Delaware Power & Light Co.	July 16, 1964	Agreement.
Eastern Shore Public Service Co. of Virginia, Rate Schedule FPC No. 5 (supersedes FPC No. 2 and Supplements Nos. 1 and 2 thereto).	Eastern Shore Public Service Co. of Maryland and Delaware Power & Light Co.	July 16, 1964	Certificate of concurrence.
Delaware Power & Light Co., Rate Schedule FPC No. 33 (supersedes No. 17 and Supplements Nos. 1 and 2 thereto).	Eastern Shore Public Service Co. of Maryland and Eastern Shore Public Service Co. of Virginia.	July 16, 1964	Do.

to supersede currently filed schedules of the three companies as follows:

Under the proffered rate schedules the companies inter-company transactions known as the "Vienna Power Pool" would be enlarged and the method of allocating inter-company pool generation and transmission costs would be changed. The rate schedules to be superseded by the proffered filings are currently the

docket. Petitioner intends to sell 7.1 miles of such lines to Columbia for \$9,200 and abandon the remainder of the lines in place. Petitioner states that the additional 14.2 miles of lines are no longer useful to its system in view of an existing 12-inch line paralleling the lines to be abandoned.

Protests, petitions to intervene or requests for hearing in this proceeding may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before November 2, 1964.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-10699; Filed, Oct. 20, 1964; 8:46 a.m.]

[Docket No. E-7114 etc.]

ST. MICHAELS UTILITIES COMMISSION ET AL.

Order Accepting Rate Schedule for Filing and Amending Order Instituting Investigation and Providing for Hearing

OCTOBER 13, 1964.

St. Michaels Utilities Commission, and Commissioners of St. Michaels, Maryland v. The Eastern Shore Public Service Company of Maryland, Docket No. E-7114; Stockton Light and Power Company (of Maryland), and Stockton Light and Power Company (of Virginia) v. The Eastern Shore Public Service Company of Maryland, Docket No. E-7117; Delaware Power and Light Company, The Eastern Shore Public Service Company of Maryland, The Eastern Shore Public Service Company of Virginia, Docket No. E-7137; City of Dover, Delaware v. Delaware Power & Light Company, Docket No. E-7175.

On July 17, 1964, Eastern Shore Public Service Company of Maryland (Maryland Eastern Shore), Eastern Shore Public Service Company of Virginia (Virginia Eastern Shore) and Delaware Power and Light Company (Delaware Power) submitted rate schedule filings

subject of investigation and hearing in the above docketed matters.¹ In filing

¹ See orders of the Commission issued November 18, 1963, February 7, 1964 and August 3, 1964, Docket Nos. E-7114, E-7117 and E-7137. By order issued August 26, 1964, the Commission consolidated Docket Nos. E-7114, E-7117 and E-7137 with Docket No. E-7175, order consolidating proceedings for hearing purposes and granting leave to intervene.

the proposed rate schedules, the companies request alternatively effective dates therefor, of January 1, 1964 or August 17, 1964, 30 days after filing.

The Commission finds:

(1) It is necessary and appropriate for purposes of the Federal Power Act that the rate schedules of Maryland Eastern Shore, Virginia Eastern Shore and Delaware Power as identified above, be allowed to take effect as of August 17, 1964, 30 days after submittal of those filings and that Paragraph (A) of the Commission's Order issued November 18, 1963 in Docket Nos. E-7114, E-7117 and E-7137, as amended, be further amended to include these schedules.

(2) Good cause has not been shown for allowing the foregoing rate schedules to take effect as of January 1, 1964.

The Commission orders:

(A) Maryland Eastern Shore's, Virginia Eastern Shore's and Delaware Power's rate schedules identified and designated in the recital above, are hereby accepted for filing pursuant to section 205 of the Federal Power Act and Part 35 of the Commission's regulations under that Act, to become effective as filed rate schedules of those companies on August 17, 1964.

(B) Paragraph (A) of the Commission's Order issued November 18, 1963, in Docket Nos. E-7114, E-7117 and E-7137, as amended, is hereby further amended to include the rate schedules herein accepted for filing.

(C) This acceptance for filing does not constitute approval of any service, rate, charge, classification, or any rule, regulation, contract, or practice affecting such rate or service provided for in the above designated rate schedules; nor shall such acceptance be deemed as recognition of any claimed contractual right or obligation affecting or relating to such service or rate; and such acceptance is without prejudice to any findings or orders which have been or may hereafter be made by the Commission in any proceeding now pending or hereafter instituted by or against the foregoing companies.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-10700; Filed, Oct. 20, 1964;
8:46 a.m.]

[Docket No. CP65-78]

UNITED GAS PIPE LINE CO.

Notice of Application

OCTOBER 12, 1964.

Take notice that on September 21, 1964, United Gas Pipe Line Co. (Applicant), Post Office Box 1407, Shreveport, La., 71102, filed in Docket No. CP65-78 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction during the 12-month period from November 1, 1964, to October 31, 1965, and the operation of facilities to render natural gas service to existing distributor customers at rates on file with the Commission for resale and distribution in existing market areas,

and for certain prescribed direct industrial sales, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant states that the total cost of all facilities for which authorization is sought herein will not exceed a maximum of \$300,000; that the maximum delivery to any one customer will not exceed 100,000 Mcf of natural gas annually; and that none of the gas so delivered will be used as boiler fuel.

This matter should be disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that preliminary staff analysis has indicated that there are no problems which would warrant a recommendation that the Commission designate this application for formal hearing before an examiner and that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing may be held without further notice before the Commission on this application provided no protest or petition to intervene is filed within the time required herein. Where a protest or petition for leave to intervene is timely filed, or where the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

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

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before November 2, 1964.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-10701; Filed, Oct. 20, 1964;
8:46 a.m.]

OFFICE OF EMERGENCY PLANNING LOUISIANA

Notice of Major Disaster

Pursuant to the authority vested in me by the President under Executive Order 10427 of January 16, 1953, Executive Order 10737 of October 29, 1957, and Executive Order 11051 of September 27, 1962 (18 F.R. 407, 22 F.R. 8799, 27 F.R. 9683); Reorganization Plan No. 1 of 1958, Public Law 85-763, and Public Law 87-296; by virtue of the Act of September 30, 1950, entitled "An Act to authorize Federal assistance to States and local governments in major disasters, and for other purposes" (42 U.S.C. 1855-1855g), as amended; notice is hereby given of a declaration of "major disaster" by the President in his letter to me dated October 3, 1964, reading in part as follows:

I have determined the damage in various areas of Louisiana adversely affected by Hurricane Hilda, beginning on or about September 30, 1964, to be of sufficient severity and magnitude to warrant assistance by the Federal Government to supplement State and local efforts.

I do hereby determine the following areas in the State of Louisiana to have been adversely affected by the catastrophe declared a major disaster by the President in his declaration of October 3, 1964:

THE PARISHES OF

Acadia.	St. Charles.
Ascension.	St. James.
Assumption.	St. John the Baptist.
East Baton Rouge.	St. Landry.
East Feliciana.	St. Martin.
Iberia.	St. Mary.
Iberville.	St. Tammany.
Jefferson.	Tangipahoa.
Lafayette.	Terrebonne.
Lafourche.	Vermilion.
Livingston.	West Baton Rouge.
Orleans.	West Feliciana.
Pointe Coupee.	

Dated: October 12, 1964.

FRANKLIN B. DRYDEN,
Deputy Director,

Office of Emergency Planning.

[F.R. Doc. 64-10715; Filed, Oct. 20, 1964;
8:47 a.m.]

SMALL BUSINESS ADMINISTRATION

[Delegation of Authority 30-X, Disaster
No. 6]

MANAGER, DISASTER FIELD OFFICE, BATON ROUGE, LOUISIANA

Delegation Relating to Financial Assistance

I. Pursuant to the authority delegated to the Regional Director by Delegation of Authority No. 30 (Revision 9), 29 F.R. 11777, there is hereby redelegated to the Manager of Baton Rouge Disaster Field Office the following authority.

A. *Financial Assistance.* 1. To approve and decline disaster loans in an amount not exceeding \$50,000.

2. To execute loan authorizations for Washington and Regional Office approved loans and for disaster loans approved under delegated authority, said execution to read as follows:

Name, Administrator.

By _____
Manager, Disaster Field Office.

3. To cancel, reinstate, modify and amend authorization for disaster loans approved under delegated authority.

4. To disburse unsecured disaster loans.

5. To extend the disbursement period on disaster loan authorizations or undischursed portions of disaster loans.

II. The authority delegated herein may not be redelegated.

III. All authority delegated herein may be exercised by any SBA employee designated as Acting Manager of the disaster field office.

Effective date: October 12, 1964.

ROBERT E. WEST,
Regional Director,
Dallas, Texas.

[F.R. Doc. 64-10685; Filed, Oct. 20, 1964;
8:45 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

OCTOBER 16, 1964.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 39331: *Nitrogen fertilizer solution to Wilmington, N.C.* Filed by O. W. South, Jr., agent (No. A4579), for interested rail carriers. Rates on nitrogen fertilizer solution or fertilizer ammoniating solution, in tank carloads, subject to minimum shipment of 1,040,000 pounds, from Savannah and Port Wentworth, Ga., to Wilmington, N.C.

Grounds for relief: Rail-barge competition.

Tariff: Supplement 113 to Southern Freight Association, agent, tariff I.C.C. S-88.

FSA No. 39332: *T.O.F.C. rates from and to points in Southwestern territory.* Filed by Southwestern Freight Bureau, agent (No. B-8619), for interested rail carriers. Rates on property moving on class and commodity rates loaded in trailers and transported on railroad flat cars, between Louisville, Ky., on the one hand, and points in southwestern territory, on the other.

Grounds for relief: Short-line distance formula and grouping.

Tariff: Supplement 34 to Southwestern Freight Bureau, agent, tariff I.C.C. 4547.

FSA No. 39333: *T.O.F.C. rates from and to points in Southwestern territory.* Filed by Southwestern Freight Bureau, Agent (No. B-8620), for interested rail carriers. Rates on property moving on class and commodity rates loaded in trailers and transported on railroad flat cars, between Washington, D.C., and Alexandria, Va., on the one hand, and points in southwestern territory, on the other.

Grounds for relief: Short-line distance formula and grouping.

Tariff: Supplement 42 to Southwestern Freight Bureau, agent, tariff, I.C.C. 4571.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-10709; Filed, Oct. 20, 1964;
8:46 a.m.]

[Notice 325]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

OCTOBER 16, 1964.

The following letter-notices of proposals to operate over deviation routes for

operating convenience only have been filed with the Interstate Commerce Commission, under the Commission's Deviation Rules Revised, 1957 (49 CFR 211.1 (c) (8)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1(d) (4)).

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

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

MOTOR CARRIERS OF PROPERTY

No. MC 5888 (Deviation No. 2), MID-AMERICAN TRUCK LINES, INC., 900 North Indiana Avenue, Kansas City, Mo., 64120, filed October 5, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle of *general commodities*, with certain exceptions, over deviation routes as follows: (1) from Jackson, Mich., over Interstate Highway 94, to the Michigan-Indiana State line, (2) from Three Rivers, Mich., over U.S. Highway 131 (formerly U.S. Highway 131, Michigan Highway 103, and Indiana Highway 13), to the Middlebury exit of the Indiana Toll Road, thence over the Indiana Toll Road to the Indiana-Illinois State line, and (3) from Niles, Mich., over U.S. Highway 31 to the Indiana Toll Road, and from South Bend, Ind., over U.S. Highway 31 to the Indiana Toll Road, 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) from Pontiac, Mich., over U.S. Highway 10 to Detroit, Mich., thence over U.S. Highway 112 (now U.S. Highway 12) to Mottville, Mich., thence over U.S. Highway 131 (now Michigan Highway 103) to the Michigan-Indiana State line, thence over Indiana Highway 15 to Bristol, Ind., thence over Indiana Highway 120 to Elkhart, Ind., thence over U.S. Highway 33 to South Bend, thence over Indiana Highway 2 to junction U.S. Highway 20, thence over U.S. Highway 20 to Chicago, Ill., (2) from Pontiac over U.S. Highway 24 to junction U.S. Highway 112 (now U.S. Highway 12), thence over U.S. Highway 112 to Mottville, thence over U.S. Highway 131 (now Michigan Highway 103) to the Michigan-Indiana State line, thence over Indiana Highway 15 to Bristol, thence over Indiana Highway 120 to Elkhart, thence over U.S. Highway 33 to South Bend, thence over Indiana Highway 2 to junction U.S. Highway 20, thence over U.S. Highway 20 to Chicago, (3) from Mottville over U.S. Highway 112 to junction U.S. Highway 12 (now entirely U.S. Highway 12) thence over U.S. Highway 12 to junction Indiana Highway 212, and thence over Indiana Highway 212 to junction U.S. Highway

20, and (4) from Niles, over Michigan Highway 60 to Jackson, and thence over U.S. Highway 12 to junction U.S. Highway 24 near Detroit, and return over the same routes.

No. MC 42487 (Deviation No. 32), CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, Post Office Box 5138, Chicago 80, Ill., filed October 2, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: between St. Louis, Mo., and Chicago, Ill., over Interstate Highway 55, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: from St. Louis over U.S. Highway 66 (formerly City U.S. Highway 66) to junction Alternate U.S. Highway 40 (formerly portion City U.S. Highway 66), thence over Alternate U.S. Highway 40 to junction Illinois Highway 111 (formerly portion City U.S. Highway 66), thence over Illinois Highway 111 to junction By-Pass U.S. Highway 66 (formerly U.S. Highway 66, east of Mitchell, Ill.), thence over By-Pass U.S. Highway 66 via Edwardsville, Ill., to Hamel, Ill., thence over U.S. Highway 66 to junction Illinois Highway 4 (east of Worden, Ill.), thence over Illinois Highway 4 to Staunton, Ill., thence over unnumbered highway to junction U.S. Highway 66 (south of Mount Olive, Ill.), thence over U.S. Highway 66 to junction Illinois Highway 48, thence over Illinois Highway 48 to Fullerton, Ill., thence over U.S. Highway 54 to Onarga, Ill., from Springfield over U.S. Highway 66 to junction Illinois Highway 48; from Chicago over U.S. Highway 66 to St. Louis; from Chicago over U.S. Highway 66 to junction Alternate U.S. Highway 66, thence over Alternate U.S. Highway 66 to Gardner, Ill., thence over U.S. Highway 66 to St. Louis; from Chicago over U.S. Highway 66 to Gardner, (also from Chicago over Alternate U.S. Highway 66 to Gardner), thence over U.S. Highway 66 to Springfield; and, from Staunton over Illinois Highway 4 to Springfield, thence over Illinois Highway 29 via Pekin, Ill., to Peoria, Ill., and return over the same routes.

No. MC 52746 (Deviation No. 6), MISSOURI CONSOLIDATED FREIGHTWAYS CORPORATION, Post Office Box 5138, Chicago, Ill., 60680, filed October 5, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: from Kansas City, Mo., over Interstate Highway 70 to Denver, Colo., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: from Kansas City over the Kansas Turnpike to Wichita, Kans.; from Wichita over U.S. Highway 54 to Liberal, Kans.; from Bucklin, Kans., over unnumbered highway to junction U.S. Highway 154, thence over U.S. Highway 154 to Dodge City, Kans., and thence over U.S. Highway 50 (formerly portion U.S. Highway 50S) to Garden City, Kans.; from Liberal, Kans., over U.S. Highway 83 to junction U.S.

Highway 24, thence over U.S. Highway 24 to Colby, Kans., and from Denver, Colo., over U.S. Highway 40 via Agate, Colo., to Limon, Colo., thence over U.S. Highway 24 to junction U.S. Highway 83 (formerly portion U.S. Highway 24), and thence over U.S. Highway 83 via Halford, Kans., to Oakley, Kans., and return over the same routes.

No. MC 61628 (Deviation No. 2), TAMAMI FREIGHTWAYS, INC., 4305 21st Avenue, Tampa, Fla., filed October 1, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: between St. Petersburg, Fla., and Daytona Beach, Fla., over Interstate Highway 4, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: from St. Petersburg, across Tampa Bay to Tampa, Fla., thence over U.S. Highway 92 to Plant City, Auburndale, Kissimmee, Orlando, Sanford, DeLand, and Daytona Beach, Fla., and return over the same route.

No. MC 66562 (Deviation No. 16) RAILWAY EXPRESS AGENCY, INCORPORATED, 219 East 42d Street, New York, N.Y., filed October 5, 1964. Carrier's attorney: Erwin H. Baumer, 12th floor Citizens & Southern National Bank Building, Atlanta, Ga., 30303. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, moving in express service, over a deviation route as follows: from Montgomery, Ala., over Interstate Highway 65 to Mobile, Ala., 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 route as follows: from Montgomery over U.S. Highway 31 to Brewton, Ala., and from Mobile over U.S. Highway 31 via Atmore, Ala., to Brewton, thence over Alabama Highway 41 via a junction with Alabama Highway 21, to Camden (also, from Atmore, over Alabama Highway 21 to junction Alabama Highway 41), and return over the same routes.

No. MC 75295 (Deviation No. 3), EAST COAST FREIGHT LINES, 3005 West Marshall Street, Richmond 30, Va., filed October 7, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: between Richmond, Va., and Fredericksburg, Va., over Interstate Highway 95, 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 Richmond and New York, N.Y., over U.S. Highway 1.

MOTOR CARRIERS OF PASSENGERS

No. MC 1515 (Deviation No. 198) (canceling Deviation No. 66), GREYHOUND LINES, INC., (Eastern Greyhound Lines Division), 1400 West Third Street, Cleveland, Ohio, 44113, filed October 9, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, and *express*,

mail and newspapers, in the same vehicle with passengers, over a deviation route as follows: between Binghamton, N.Y., and Scranton, Pa., over Interstate Highway 81, and over the following access routes: (a) from junction Interstate Highway 81 and Pennsylvania Highway 107 over Pennsylvania Highway 107 to junction U.S. Highway 11 at Factoryville, Pa.; (b) from South Abington (Township), Pa. (Interchange No. 38 of Northeast Extension of Pennsylvania Turnpike) over access roads to Interstate Highway 81; and (c) from Scranton, over Interstate Highway 81 to junction U.S. Highway 611, thence over U.S. Highway 611 to junction Pennsylvania Highway 307 at Daleville Junction, Pa., and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the above specified property over pertinent service routes as follows: From Towanda, Pa., over U.S. Highway 6 via Osterhout, Pa., to Scranton, thence over Pennsylvania Highway 307 to junction U.S. Highway 611 at Daleville Junction, Pa., thence over U.S. Highway 611 (including relocation of U.S. Highway 611 between Ells Corner and Tobyhanna, Pa.), via Mount Pocono, Pa., to Stroudsburg, Pa.; from Wilkes-Barre, Pa., over Pennsylvania Highway 115 to Kingston, Pa., thence over U.S. Highway 11 via West Pittston, Pa., and Scranton, to Hallstead, Pa.; from New Milford, Pa., over U.S. Highway 106 to Montrose, Pa., thence over Pennsylvania Highway 29 to Tunkhannock, Pa.; from West Pittston over Pennsylvania Highway 92 to Osterhout; from East Stroudsburg, Pa., over U.S. Highway 611 via Stroudsburg to Daleville, thence over Pennsylvania Highway 502 to junction Pennsylvania Highway 307, thence over Pennsylvania Highway 307 to Scranton, and thence over U.S. Highway 11 to Northumberland; from Swiftwater, Pa., over Pennsylvania Highway 940 to Blakeslee, Pa., thence over Pennsylvania Highway 115 to Kingston; from Hallstead over U.S. Highway 11 via Lisle, Cortland, Syracuse, Hastings, and Colosee, N.Y., to Potsdam, N.Y., and from Binghamton over New York Highway 7 via Quaker Street and Duanesburg, N.Y., to Schenectady, N.Y., and return over the same routes.

No. MC 59238 (Deviation No. 4), VIRGINIA STAGE LINES, INCORPORATED, 114 Forbes Street SE, Charlottesville, Va. Carrier's attorney: James E. Wilson, 716 Perpetual Building, 1111 E Street NW., Washington 4, D.C., filed October 8, 1964. 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 junction Interstate Highway 95 and Virginia Highway 350, and Richmond, Va., over Interstate Highway 95, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the property above specified over a pertinent service route as follows: from Washington, D.C., over Virginia Highway 350 to junction U.S. Highway 1, thence over U.S. Highway 1

to Fredericksburg, Va., thence over Virginia Highway 2 and U.S. Highway 301 to Richmond, Va., and return over the same route.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-10710; Filed, Oct. 20, 1964;
8:46 a.m.]

[Notice 691]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

OCTOBER 16, 1964.

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

Section B. The following publications are governed by the Interstate Commerce Commission's general rules of practice including special rules (49 CFR 1.241) governing notice of filing of applications by motor carriers of property or passengers or brokers under sections 206, 209, and 211 of the Interstate Commerce Act and certain other proceedings with respect thereto.

All hearings and prehearing conferences will be called at 9:30 a.m., U.S. standard time, or 9:30 a.m., local d.s.t., if that time is observed, unless otherwise specified.

APPLICATIONS ASSIGNED FOR ORAL HEARING SECTION A

No. MC 59194 (Sub-No. 7), (AMENDMENT), filed June 15, 1964 published FEDERAL REGISTER issue of July 1, 1964, amended October 1, 1964, and republished as amended this issue. Applicant: EASTERN FREIGHTWAYS, INC., Eastern and Moonachie Avenue, Carlstadt, N.J. Applicant's attorney: Maxwell A. Howell, 1120 Investment Building, 1511 K Street NW., Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Aluminum and aluminum products*, from the Town of Massena, N.Y., and points within five (5) miles thereof, to points in Connecticut, Rhode Island, Massachusetts, New Hampshire, Vermont, New Jersey, Delaware, Maryland and Pennsylvania and (2) *commodities used in the manufacture, packing, and shipping of aluminum and aluminum products* (except in bulk, in tank or hopper type vehicles), from points in Connecticut, Rhode Island, Massachusetts, New Hampshire, Vermont, New Jersey, Delaware, Maryland, New York, and Pennsylvania to the Town of Massena, N.Y. and points within five (5) miles thereof.

NOTE: The purpose of this republication is to set forth a description of the authority, with particular reference to the Town of Massena, N.Y. Applicant states no duplicating authority is sought.

HEARING: December 1, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner David Waters.

SECTION B

No. MC 126187 (REPUBLICATION), filed April 15, 1964, published FEDERAL REGISTER issue of April 29, 1964, and re-published, this issue. Applicant: ROBERT W. FOUNTAIN, Pickford, Mich. Applicant's attorney: C. W. Coates, 311 Central Savings Bank Building, Sault Ste. Marie, Mich. By application filed April 15, 1964, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier, by motor vehicle of general commodities, except articles of unusual value, household goods as defined by the Commission, Classes A and B explosives, commodities in bulk, and commodities requiring special equipment, between Hessel, Mich., and Sault Ste. Marie, Mich., from Hessel over Michigan Highway 134 to Cedarville, Mich., thence over Michigan Highway 129 to Sault Ste. Marie, and return over the same route, serving the intermediate points of Cedarville and Pickford, Mich. Applicant was granted the above authority by order entered on July 30, 1964. Applicant has submitted a supplemental verified statement in support of the application establishing a need for service at the plant site of the Michigan Limestone Division of the United States Steel Corporation, located approximately 5 miles east of Cedarville. The application is unopposed, has not involved the taking of testimony at a public hearing or the submission of evidence by opposing parties in the form of affidavits, and the public interest will best be served by disposition of the matter without issuance of a report and recommended order. The Supplemental Order of the Commission, Operating Rights Board No. 1, decided September 24, 1964, served October 6, 1964, 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, of *general commodities*, except articles of unusual value, household goods as defined by the Commission, Classes A and B explosives, commodities in bulk, and commodities requiring special equipment, between Hessel, Mich., and Sault Ste. Marie, Mich., from Hessel over Michigan Highway 134 to Cedarville, Mich., thence over Michigan Highway 129 to Sault Ste. Marie, and return over the same route, serving the intermediate points of Cedarville and Pickford, Mich., and serving the plant site of the Michigan Limestone Division of the United States Steel Corporation, located approximately 5 miles east of Cedarville, as an off-route point; that applicant is fit, willing and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. 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 herein, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate herein 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.

NOTICE OF FILING OF PETITIONS

No. MC 623 (Sub-No. 34) (PETITION TO ADD SHIPPER), filed October 6, 1964. Petitioner: H. MESSICK, INC., Joplin, Mo. Petitioner's attorney: Turner White, 805 Woodruff Building, Springfield, Mo. Petitioner is authorized in No. MC 623 (Sub-No. 34) to transport explosives and the related items therein named, between the plant site of the Atlas Powder Company, near Atlas, Mo., on the one hand, and, on the other, points in California, Oregon, Washington, Idaho, and Nevada, with a restriction that the operations there authorized be limited to transportation to be performed under a continuing contract with Atlas Powder Company, of Atlas, Mo. By the instant petition, petitioner requests that it be permitted also to enter into a contract with the Hercules Powder Company of Wilmington, Del. Any person or persons desiring to object to the addition of this additional shipper, 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.

No. MC 94842 (PETITION FOR WAIVER OF RULE 1.101 (e) and PETITION FOR MODIFICATION OF CERTIFICATE No. MC 94842), filed October 5, 1964. Petitioner: ROBERT CROCKET, INC., 102 Crescent Avenue, Chelsea, Mass. Petitioner's attorney: Frank J. Weiner, 182 Forbes Building, Forbes Road, Braintree, Mass. Petitioner's certificate, issued May 16, 1964, authorizes the transportation of: "Heavy machinery and mill fixtures, over irregular routes, between points in Massachusetts, Maine, New Hampshire, Vermont, Rhode Island, and Connecticut, and between points in Massachusetts, on the one hand, and, on the other, points in New York, New Jersey, and Pennsylvania." By the instant petition, petitioner requests that Rule 1.101(e) of the Commission's general rules of practice be waived; that petitioner's certificate be modified in order that it may continue to perform the same service as it has for many years in order that the shipping public may continue to be provided with a complete heavy hauling service; that such certificate be modified and reissued to embrace, "Commodities, the transportation of which, because of size or weight requires the use of special equipment, and of related machinery parts and of related contractors' materials and supplies when their transportation is incidental to the transportation of commodities which by reason or size or weight require special equipment"; and that petitioner is entitled to an amended certificate substituting the requested description for "heavy machinery" and "mill fixtures". Any person or persons desiring to participate in this proceeding may do so within 30 days from the date of this publication in the FEDERAL REGISTER, by filing representations supporting or opposing the relief sought by petitioner.

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-8902. Authority sought for merger into QUINN FREIGHT LINES, INC., 1093 North Montello Street, Brockton, Mass., of the operating rights and property of EASTERN FREIGHT LINE, INC., Red Lion Road, Perryopolis, Pa., and for acquisition by THOMAS J. LYONS, also of Brockton, Mass., of control of such rights and property through the transaction. Applicants' attorney: Mary E. Kelley, 10 Tremont Street, Boston, Mass., 02108. Operating rights sought to be merged: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier*, over regular routes, between Pittsburgh, Pa., and New York, N.Y., serving certain intermediate points and certain off-route points, with restriction, one route for operating convenience only; *general commodities*, excepting among others, household goods, but not excepting commodities in bulk, over irregular routes, between Uniontown and Pittsburgh, Pa., on the one hand, and, on the other, Baltimore, Md.; *petroleum products*, in containers, from Bayonne, N.J., and Claymont, Del., to Pittsburgh, Pa., and points in Pennsylvania within 50 miles of Pittsburgh; *roofing and siding materials*, from East Rutherford and South Kearny, N.J. and Edge Moor, Del., to Pittsburgh, Pa. and points in Pennsylvania within 50 miles of Pittsburgh; *glass*, from Arnold, Belle Vernon, Florence and Jeannette, Pa., to Washington, D.C.; *glass and glass products*, from Pittsburgh, Pa., and points in Pennsylvania, within 50 miles of Pittsburgh, to Baltimore, Md., points in New York within the New York, N.Y. commercial zone, as defined by the Commission in 1 M.C.C. 665, and points in New Jersey within 25 miles of New York, N.Y.; *groceries*, from New York, N.Y., and Baltimore, Md., to Pittsburgh, Pa., and points in Pennsylvania within 50 miles of Pittsburgh; *radiators, boilers, and plumber's goods*, from Uniontown, Pa., to points in New York within the New York, N.Y. commercial zone, supra, and those in New Jersey within 25 miles of New York, N.Y., *radiators, boilers, and plumbers supplies*, used in connection therewith, between Uniontown and Monaca, Pa., on the one hand, and, on the other, New Castle, Del.; and *roofing and siding materials*, from Edge Moor, Del., to points in Bedford, Blair, Cambria, Clarion, Clearfield, Indiana, Jefferson, and Somerset Counties, Pa., but not including points within 50 miles of Pittsburgh, Pa. QUINN FREIGHT LINES, INC. is authorized to operate as a *common carrier* in Maryland, New York, Massachusetts, Rhode Island, Connecticut, New Jersey, Pennsylvania, Virginia,

Delaware, New Hampshire, Maine, Vermont, West Virginia, and the District of Columbia. Application has not been filed for temporary authority under Section 210a(b).

NOTE: Quinn Freight Lines, Inc., controls Eastern Freight Line, Inc., through ownership of capital stock, pursuant to authority granted August 18, 1961, in Docket No. MC-F-7591.

No. MC-F-8903. Authority sought for continuance in control by H. J. JEFFRIES, 4720 South Shields, Post Office Drawer 94877, Oklahoma City, Okla., 73109, of J & S TRUCK LINE, INC., 817 Southwest 37th Street, Oklahoma City, Okla. Applicants' attorney: James W. Hightower, 136 Wynnewood Professional Building, Dallas, Tex. Operating rights sought to be controlled: In pending Docket No. MC-125941, covering the transportation of *fertilizer, dry, fertilizer materials, and feed grade urea*, in bags, and in bulk, except in tank vehicles, as a *contract carrier*, over irregular routes, from Kerens, and points within 10 miles thereof, Gainesville, Pittsburg, and Vernon, Tex., to points in Arkansas, Louisiana, Nebraska, New Mexico, Oklahoma, Kansas, Missouri, and Colorado, under a continuing contract with Lone Star Producing Company—Chemical Division. H. J. JEFFRIES, holds no authority from this Commission. However, he controls H. J. JEFFRIES TRUCK LINE, INC., 4720 South Shields, Post Office Drawer 94877, Oklahoma City, Okla., 73109, which is authorized to operate as a *common carrier* in Oklahoma, Illinois, Kansas, Texas, Arkansas, New Mexico, Indiana, Iowa, Kentucky, Missouri, Louisiana, Colorado, Wyoming, Montana, Nebraska, North Dakota, South Dakota, Utah, Nevada, Tennessee, Ohio, Alaska, and Wisconsin. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8904. Authority sought for purchase by WOMELDORF, INC., Post Office Box 232, Lewistown, Pa., of the operating rights and property of GEORGE T. ULRICH, doing business as MALT BEVERAGE EXPRESS, (JANICE W. ULRICH, ADMINISTRATRIX), South Lima Road, South Lima, N.Y., and for acquisition by DARL D. WOMELDORF, also of Lewistown, Pa., of control of such rights and property through the purchase. Applicants' attorney: V. Baker Smith, 2107 Fidelity-Philadelphia Trust Building, Philadelphia 9, Pa., and Robert V. Gianniny, 900 Midtown Towers, Rochester, N.Y. Operating rights sought to be transferred: *Malt beverages*, in containers, as a *common carrier*, over irregular routes, from Rochester, N.Y. to points in Pennsylvania and Ohio. Vendee is authorized to operate as a *common carrier* in West Virginia, Maryland, New Jersey, Delaware, New York, Virginia, Pennsylvania, Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8905. Authority sought for continuance in control by ANDREW L. PALMER, Chester, N.Y., of PALMER TRANSPORTATION, INC., Chester, N.Y. Applicants' attorney: Edward M. Alfano, 2 West 45th Street, New York

36, N.Y. Operating rights sought to be controlled: In pending Docket No. MC-126427, covering the transportation of *such commodities* as are dealt in by a processor, manufacturer or distributors of dairy products (except commodities, in bulk, in tank vehicles), as a *common carrier*, over irregular routes, from Goshen, N.Y. to points in New Jersey, Pennsylvania, and Connecticut. ANDREW L. PALMER, individually holds no authority from this Commission. However, he controls L. P. TRANSPORTATION, INC., Chester, N.Y., which is authorized to operate as a *common carrier*, in New Jersey, Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, Pennsylvania, Maryland, Delaware, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8906. Authority sought for purchase by BEACON FAST FREIGHT COMPANY, INC., 1244 Dorchester Avenue, Dorchester (Boston), Mass., 02125, of the operating rights and certain property of GREAT BELT LINE TRUCKING CORPORATION, 142 Post Avenue, Lyndhurst, N.J., and for acquisition by BENJAMIN B. LEVENSON, 100 Sewall Avenue, Brookline, Mass., of control of such rights and property through the purchase. Applicants' attorney and representative, respectively: Kenneth B. Williams, 111 State Street, Boston, Mass., 02109, and James J. Farrell, 201 Montague Place, South Orange, N.J. Operating rights sought to be transferred: *General commodities*, excepting among others, household goods and commodities in bulk, as a *common carrier*, over irregular routes, between New York, N.Y. and points in Nassau County, N.Y., on the one hand, and, on the other, points in Bergen, Passaic, Hudson, Morris, Essex, Monmouth, Middlesex, Union, and Somerset Counties, N.J. Vendee is authorized to operate as a *common carrier* in Massachusetts, New Jersey, New York, Rhode Island, and Connecticut. Application has been filed for temporary authority under section 210a(b).

No. MC-F-8908. Authority sought for purchase by BURRIS FOOD DISTRIBUTORS, INC., Milford, Del., of the operating rights of NORMAN RAY DU VALL, 4138 Wilkens Avenue, Baltimore 29, Md., and for acquisition by JOHN W. BURRIS, Rehoboth Beach, Del., and JOHN E. BURRIS, Milford, Del., of control of such rights through the purchase. Applicants' attorney: V. Baker Smith, 2107 Fidelity-Philadelphia Trust Building, Philadelphia 9, Pa. Operating Rights sought to be transferred: *Such commodities as are dealt in by wholesale, retail, and chain grocery and food business houses*, and in connection therewith, *equipment, materials, and supplies used in the conduct of such business*, as a *contract carrier*, over irregular routes, between certain points in Pennsylvania, West Virginia, Maryland, Delaware, Virginia, and the District of Columbia. RESTRICTION: The transportation service specified above must be performed under individual contracts or agreements, with persons (as defined in section 203(a) of the Interstate Commerce Act) who operate retail stores, the business of which is the sell-

ing of food. Vendee is authorized to operate as a *contract carrier* in Virginia, Maryland, Pennsylvania, Texas, and Delaware. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8909. Authority sought for purchase by SAWYER TRANSPORT, INC., 2424 Minnehaha Avenue, Minneapolis, Minn., of the operating rights of R. C. WILSON, doing business as WILSON TRUCK SERVICE, 2424 Minnehaha Avenue, Minneapolis, Minn., and for acquisition by ROBERT W. SAWYER, also of Minneapolis, Minn., of control of such rights through the purchase. Applicants' attorney: Alan Foss, 502 First National Bank Building, Fargo, N. Dak. Operating rights sought to be transferred: *Fertilizer*, in containers, *animal feed, poultry feed, twine, and drain tile*, as a *common carrier*, over irregular routes, from Dubuque and Clinton, Iowa, Duluth, Minn., and points in Illinois (except those in the Chicago, Ill., commercial zone, and Moline, East Moline, and Rock Island), to points within seven miles of Gratiot, Wis. (except Wiota, Wis., and points on and within one mile of Wisconsin Highway 11); and *building materials*, from Dubuque and Clinton, Iowa, and points in Illinois (except Moline, East Moline, and Rock Island), to points in Illinois within seven miles of Gratiot, Wis. Vendee is authorized to operate as a *common carrier* in Minnesota, Colorado, Illinois, Iowa, Kansas, Michigan, Missouri, Montana, Nebraska, North Dakota, South Dakota, Wisconsin, Wyoming, Indiana, Ohio, and Pennsylvania. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8910. Authority sought for purchase by JAMES RICCIARDI & SONS, INC., 36 Lafayette Avenue, Staten Island, N.Y., of the operating rights of PAUL'S DELIVERY & TRUCKING CORP., 14 West 17th Street, New York, N.Y., and for acquisition by ANGELINA RICCIARDI, 328 Henderson Avenue, Staten Island, N.Y., VINCENT RICCIARDI, 60 Davis Street, Staten Island, N.Y., and CHARLES RICCIARDI, 36 Lafayette Avenue, Staten Island, N.Y., of control of such rights through the purchase. Applicants' representatives: Bert Collins and Morton E. Kiel, 140 Cedar Street, New York 6, N.Y. 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 New York, N.Y., and Philadelphia, Pa., serving all intermediate points; *wearing apparel*, and *machinery*, over irregular routes, between Philadelphia, Pa., on the one hand, and, on the other, New York, N.Y., Wilmington, Del., and points in New Jersey; *radio and electrical goods, enamelware, and lumber products*, between Philadelphia, Pa., on the one hand, and, on the other, New York, N.Y., and points in New Jersey; and *paper products*, between Philadelphia, Pa., on the one hand, and, on the other, points in the New York, N.Y., commercial zone, as defined by the Commission. Vendee is authorized to operate as a *common carrier* in New York, Connecticut, New Jersey, and

Pennsylvania. Application has been filed for temporary authority under section 210a(b).

No. MC-F-8894 (SCHWERMAN TRUCKING CO.—PURCHASE (PORTION)—REFINERS TRANSPORT, INC.), published in the October 7, 1964 issue of the FEDERAL REGISTER, on page 13854. In the description of the operating rights sought to be transferred, the origin point of "Robersville, Tenn.", was typographically incorrect, and should have been "Rogersville, Tenn."

MOTOR CARRIERS OF PASSENGERS

No. MC-F-8907. Authority sought for merger into KENNETH HUDSON, INC., doing business as HUDSON BUS LINES (a Maine corporation), 280 Bartlett Street, Lewiston, Maine, of the operating rights and property of THE BLUE LINE, INC., 134 Bates Street, Lewiston, Maine, and for acquisition by KENNETH HUDSON, 93 Orchard Lane, Melrose, Mass., of control of such rights and property through the transaction. Applicants' attorney: James H. Sullivan, 70 Union Street, Medford, Mass. Operating rights sought to be merged: Passengers and their baggage, and express, newspapers and mail in the same vehicle with passengers, as a *common carrier*, over regular routes, between Lewiston, Maine, and Farmington, Maine, between Lewiston, Maine, and Rumford, Maine, serving all intermediate points; passengers and their baggage, in roundtrip charter operations, over irregular routes, beginning and ending at North Bridgton, Maine, and extending to points in New Hampshire, Vermont, Massachusetts, Connecticut, and Rhode Island. KENNETH HUDSON, INC., doing business as HUDSON BUS LINES, (a Maine corporation), is authorized to operate as a *common carrier* in Maine, New Hampshire, Rhode Island, and Massachusetts. Application has not been filed for temporary authority under section 210a(b).

NOTE: Kenneth Hudson controls the Blue Line, Inc., through ownership of capital stock, pursuant to authority granted November 29, 1963, in Docket No. MC-F-8503.

By the Commission.

[SEAL] HAROLD D. McCOY,
Secretary.

[F.R. Doc. 64-10711; Filed, Oct. 20, 1964; 8:47 a.m.]

[Notice 692]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

OCTOBER 16, 1964.

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

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 proceed-

ing. 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 119741 (Sub-No. 9), (AMENDMENT), filed April 8, 1964, published FEDERAL REGISTER, issue of April 22, 1964, and republished as amended this issue. Applicant: KIM FREIGHT LINES, INC., 4234 South Emerald Avenue, Chicago, Ill. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (a) *Meats, meat products, meat byproducts, dairy products, and articles distributed by meat packinghouses* (other than commodities in bulk, in tank vehicles, as described in Sections A, B, and C of Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766), from the plant site of Swift & Company, located at or near Grand Island, Nebr., to points in Illinois, Iowa, Kansas, and Missouri, and (b) *Equipment, materials and supplies* used or useful to persons engaged in the manufacture of meats and the processing and slaughtering of animals, from points in Illinois, Iowa, Kansas, and Missouri to the site of the plant or facilities of Swift & Company located at or near Grand Island, Nebr.

NOTE: The purpose of this republication is to add (b) above.

HEARING: Remains as assigned November 18, 1964, at the Midland Hotel, 172 West Adams Street, Chicago, Ill., before Examiner Bernard J. Hasson, Jr.

By the Commission.

[SEAL] HAROLD D. McCOY,
Secretary.

[F.R. Doc. 64-10712; Filed, Oct. 20, 1964; 8:47 a.m.]

[Notice 690]

MOTOR CARRIER, BROKER, WATER CARRIER AND FREIGHT FORWARDER APPLICATIONS

OCTOBER 16, 1964.

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 protests shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such 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 623 (Sub-No. 68), filed September 28, 1964. Applicant: H. MESSICK, INC., P. O. Box 214, Joplin, Mo. Applicant's attorney: Turner White, 805 Woodruff Building, Springfield, Mo., 65806. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Explosives*, between Port Ewen, N.Y., on the one hand, and on the other, points in the United States.

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

No. MC 3379 (Sub-No. 48), filed October 5, 1964. Applicant: SNYDER BROS. MOTOR FREIGHT, INC., 363 Stanton Avenue, Akron, Ohio. Applicant's attorney: John C. Bradley, Suite 618 Perpetual Building, 1111 E Street NW., Washington, D.C., 20004. 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 commodities requiring special equipment), (1) between Columbus, Ohio, and Lexington, Va., from Columbus over U.S.

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

Highway 23 to Chillicothe, Ohio, thence over U.S. Highway 35 to Charleston, W. Va., thence over U.S. Highway 60 to Lexington, Va., and return over the same route, serving no intermediate points, for operating convenience only, (2) between Lexington, and Cumberland, Va., from Lexington over U.S. Highway 60 to Cumberland and return over the same route, serving no intermediate points, for operating convenience only and (3) between Columbus, Ohio, and the intersection of Interstate Highway 70 and Interstate Highway 76 at or near New Stanton, Pa., from Columbus over U.S. Highway 40, to Washington, Pa., thence over Interstate Highway 70 to the intersection of Interstate Highway 70 and Interstate Highway 76 (Pennsylvania Turnpike) at or near New Stanton, Pa., and return over the same route serving no intermediate points and serving the intersection of Interstate Highways 70 and 76 for purposes of joinder only with carrier's existing routes between Akron, Ohio, and Norfolk, Va.

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

No. MC 29079 (Sub-No. 20), filed October 5, 1964. Applicant: BRADA MILLER FREIGHT SYSTEM, INC., 1200 Home Avenue, Kokomo, 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: *Metal rolling mill rolls, fabricated structural steel, and dies, including die parts, die models, die-checking fixtures, hand jigs or tools, patterns and templates*, moving in connection with dies, between points in Michigan, Ohio, Indiana, Illinois and Newport and Ashland, Ky., and Erie, Pa.

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

No. MC 39167 (Sub-No. 3), filed September 30, 1964. Applicant: CHARLES J. ROGERS TRANSPORTATION COMPANY, a corporation, 2947 Greenfield Road, Melvindale, Mich. Applicant's attorney: Walter N. Bieneman, Suite 1700, One Woodward Avenue, Detroit, Mich., 48226. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Metal rolling mill rolls, fabricated structural steel, and dies, including die parts, die checking fixtures, die models, hand jigs or tools, patterns and templates moving in connection with the dies*, (1) between points in that part of Michigan south of a line beginning at Muskegon, Mich., and extending along Michigan Highway 20 to Bay City, Mich., thence along Michigan Highway 47 to Saginaw Bay, and thence along the shore line of Saginaw Bay and Lake Huron to Port Huron, Mich., including points on the indicated portions of the highways and shore line specified; and, (2) between points in the above-specified Michigan territory, on the one hand, and, on the other, Ashland, Ky., and points in Ohio.

NOTE: Applicant states the above authority is requested to remove existing doubts

concerning applicant's transportation of the above commodities under existing authority for the movement of "iron and steel products" between points in the same territory described. If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich.

No. MC 55236 (Sub-No. 97), filed October 7, 1964. Applicant: OLSON TRANSPORTATION COMPANY, a corporation, 1970 South Broadway, Green Bay, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia and nitrogen fertilizer solution*, in bulk, in tank vehicles, from Peru, Ill., to points in Indiana, Iowa, Kansas, Kentucky, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota, and Wisconsin.

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

No. MC 60787 (Sub-No. 4), filed October 12, 1964. Applicant: GARRISON VAN & WAREHOUSE CORPORATION, 5529 First Avenue South, Birmingham, Ala. Applicant's attorney: John Tucker, Post Office Box 421, Birmingham, Ala. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, between points in Alabama, Arkansas, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Virginia, West Virginia, and Wisconsin.

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

No. MC 64932 (Sub-No. 357), filed October 5, 1964. Applicant: ROGERS CARTAGE CO., a corporation, 1439 West 103d Street, Chicago, Ill. 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: *Acids*, in bulk, in tank vehicles, from the plant site of the Central Chemical Division of Wilson & Co., Inc., located at or near Elwood, Ill., to points in Indiana, Iowa, Wisconsin, Michigan, Ohio, Kentucky, Missouri, Minnesota, North Dakota, and South Dakota.

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

No. MC 64932 (Sub-No. 358), filed October 5, 1964. Applicant: ROGERS CARTAGE CO., a corporation, 1439 West 103d Street, Chicago, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, between Mount Vernon, Ind., and 10 miles thereof, on the one hand, and, on the other points in California, Oregon, and Washington.

NOTE: Applicant does not state place of hearing, if one is deemed necessary.

No. MC 78400 (Sub-No. 23), filed October 5, 1964. Applicant: BEAUFORT TRANSFER COMPANY, a corporation, Post Office Box 102, Gerald, Mo., 63037. Applicant's attorney: Joseph R. Nacy, 117 West High Street, Jefferson City, Mo., 65102. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), between Owensville, Mo., and Lamar, Mo.; from Owensville over Missouri Highway 28 to junction U.S. Highway 63, thence over U.S. Highway 63 to junction U.S. Highway 66 (Interstate Highway 44), thence over U.S. Highway 66 (Interstate Highway 44) to junction U.S. Highway 71, thence over U.S. Highway 71 to junction U.S. Highway 160, thence over U.S. Highway 160 to Lamar, and return over the same route, serving no intermediate points.

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

No. MC 78786 (Sub-No. 255), filed October 5, 1964. Applicant: PACIFIC MOTOR TRUCKING COMPANY, a corporation, 9 Main Street, San Francisco, Calif. Applicant's attorney: James J. Trabucco, 65 Market Street, San Francisco, Calif. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities* (excluding commodities requiring special equipment, commodities in bulk, and household goods as defined by the Commission), between Colfax, and Marysville, Calif., on the one hand, and, on the other, points on the Great Yuba River Water and Power Development Project located at points in Butte, Nevada, and Yuba Counties, Calif.

NOTE: Applicant states the proposed service will be restricted to that which "shall be limited to traffic having a prior or subsequent rail haul and handled by applicant under joint rates with Southern Pacific Company." Applicant holds contract carrier authority under MC 78787 (Sub-No. 27 and other Subs thereunder), therefore, dual operations may be involved. Applicant is a wholly owned and controlled subsidiary of Southern Pacific Railroad, therefore common control may be involved. If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 78786 (Sub-No. 256), filed October 5, 1964. Applicant: PACIFIC MOTOR TRUCKING COMPANY, a corporation, 9 Main Street, San Francisco, Calif., 94105. Applicant's attorney: James J. Trabucco, 65 Market Street, San Francisco, Calif., 94105. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Reno, Nev., and Wendel, Calif.; from Reno over U.S. Highway 395 to junction unnumbered road near Buntingville, Calif., thence over unnumbered road to junction U.S. Highway 395 at

Standish, Calif., thence over U.S. Highway 395 to junction unnumbered road east of Litchfield, Calif., thence over unnumbered road to Wendel, and return over the same route, serving no intermediate points, but serving Herlong, Calif., as an off-route point subject to a restriction. Restriction: Service at the off-route point of Herlong shall be subject to the following conditions: (1) The service to be performed by carrier shall be limited to that which is auxiliary to or supplemental of railroad or railway express service; (2) shipments transported shall be limited to those which move on through bills of lading covering, in addition to the motor movement by carrier, a prior or subsequent rail haul; (3) all contractual arrangements between carrier and any railroad or railway express carrier to which service its service is auxiliary or supplementary shall be reported to the Commission and shall be subject to revision by it if and as it may be found necessary in order that such arrangements shall be fair and equitable to the parties; and (4) such further conditions as the Commission in the future may find necessary to impose to restrict carrier's operation to service which is auxiliary to or supplemental of railroad or railway express service.

NOTE: Applicant is also authorized to conduct operations as a contract carrier in Permit No. MC 78787 and subs thereunder, therefore dual operations may be involved. Applicant is a wholly owned and controlled subsidiary of Southern Pacific Railroad, therefore common control may be involved. If a hearing is deemed necessary applicant requests it be held at Susanville, Calif.

No. MC 83539 (Sub-No. 122), filed October 2, 1964. Applicant: C & H TRANSPORTATION CO., INC., 1935 West Commerce Street, Post Office Box 5976, Dallas, Tex. Applicant's attorney: W. T. Brunson, 419 Northwest 6th Street, Oklahoma City, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Animal waste storage tanks, knocked down, glass lined steel*, (2) *livestock scales, steel, knocked down, with weighing attachments*, (3) *livestock feed bunker, glass lined steel, knocked down*, (4) *storage meter device*, (5) *animal waste spreader tanks, steel, spreader tanks, glass lined, and* (6) *soil saver, steel, glass lined, knocked down*, from Kankakee, Ill., to points in Utah, North Carolina, and South Carolina.

NOTE: Applicant states the "purpose of this application is to secure specific authority for the involved commodities in separate independent shipments as well as when combined with or shipped in conjunction with silos. The destination territory is identical to that granted to applicant in MC-83539 Sub 70 which reads viz.: Silos, knocked down or in sections, and component parts of silos, including silo unloading devices and materials incidental to the erection and completion of silos, when moving in connection with such silos, from Kankakee, Ill., to points in Utah, North Carolina, and South Carolina, with no transportation for compensation on return except as otherwise authorized." If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 94265 (Sub-No. 140), filed October 2, 1964. Applicant: BONNEY MOTOR EXPRESS, INC., Post Office Box

12388, Thomas Corner Station, Norfolk, Va. Applicant's attorney: E. Stephen Heisley, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bakery goods, frozen and other than frozen*, from Downers Grove, Ill., to Wheeling, W. Va., Salisbury, Md., and points in North Carolina.

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

No. MC 95540 (Sub-No. 599), filed October 5, 1964. Applicant: WATKINS MOTOR LINES, INC., Albany Highway, Thomasville, Ga. Applicant's representative: Jack M. Holloway, Albany Highway, Thomasville, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts*, as defined in Section A of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 61 M.C.C. 766 (except commodities in bulk, in tank vehicles, and except hides), from Mason City, Iowa, to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, and the District of Columbia.

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

No. MC 95540 (Sub-No. 600), filed October 5, 1964. Applicant: WATKINS MOTOR LINES, INC., Albany Highway, Thomasville, Ga. Applicant's representative: Jack M. Holloway (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products and meat byproducts*, as defined in Section A of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles, and hides), from Mason City, Iowa, to points in Arizona, California, Colorado, Idaho, Nevada, New Mexico, Oregon, Utah, and Washington.

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

No. MC 95540 (Sub-No. 601), filed October 7, 1964. Applicant: WATKINS MOTOR LINES, INC., Post Office Box 328, Albany Highway, Thomasville, Ga. Applicant's representative: Jack M. Holloway, Director of Operating Rights, Watkins Motor Lines, Inc., Albany Highway, Thomasville, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Clay*, in containers, from points in Bibb, Twiggs, Wilkinson, Washington and Decatur Counties, Ga., to points in Alabama, Arkansas, Connecticut, Delaware, Florida, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Vermont, Vir-

ginia, West Virginia, Wisconsin, and the District of Columbia.

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

No. MC 95540 (Sub-No. 602), filed October 5, 1964. Applicant: WATKINS MOTOR LINES, INC., Albany Highway, Thomasville, Ga. Applicant's representative: Jack M. Holloway, Director of Operating Rights, Watkins Motor Lines, Inc., Albany Highway, Thomasville, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cotton, textiles and textile products, made of natural or synthetic fibres, metallic yarn, dry goods, rugs, carpeting, carpeting products and manufactured textile products*, from Danville, Va., to points in Arizona, California, Idaho, Nevada, Oregon, Utah, and Washington.

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

No. MC 95876 (Sub-No. 34), filed October 5, 1964. Applicant: ANDERSON TRUCKING SERVICE, INC., 203 Cooper Avenue, North, St. Cloud, Minn. Applicant's attorney: Donald A. Morken, 1000 First National Bank Building, Minneapolis, Minn., 55402. Authority sought to operate as a *common carrier*, by motor vehicle over irregular routes, transporting: *Cast iron pressure pipe and fittings and accessories therefor* when moving with such pipe, from Council Bluffs, Iowa, to points in Idaho, Maine, Utah, Arizona, Vermont, New Hampshire, Massachusetts, Connecticut, Rhode Island, New York, Pennsylvania, Delaware, Maryland, Virginia, North Carolina, South Carolina, Georgia, Florida, West Virginia, Ohio, Kentucky, Tennessee, Alabama, Mississippi, Louisiana, New Jersey, and the District of Columbia, and *damaged and rejected shipments* on return.

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

No. MC 100666 (Sub-No. 65), filed October 5, 1964. Applicant: MELTON TRUCK LINES, INC., Post Office Box 7295, Shreveport, La. 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: *Logs*, formed of wood residue, compressed or pressurized, from Memphis, Tenn., to points in Arkansas, Louisiana, Texas, Oklahoma, Kansas, Iowa, and Missouri (except Kansas City and St. Louis).

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

No. MC 103378 (Sub-No. 301), filed October 5, 1964. Applicant: PETROLEUM CARRIER CORPORATION, 369 Margaret Street, Jacksonville, Fla. Applicant's attorney: Martin Sack, Jr., 710 Atlantic National Bank Building, Jacksonville, Fla., 32202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in tank vehicles,

from Brunswick, Ga., to points in North Carolina and Tennessee.

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

No. MC 103378 (Sub-No. 302), filed October 5, 1964. Applicant: PETROLEUM CARRIER CORPORATION, 369 Margaret Street, Jacksonville, Fla. Applicant's attorney: Martin Sack, Jr., 710 Atlantic National Bank Building, Jacksonville, Fla., 32202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in tank vehicles, from Savannah, Ga., to points in North Carolina and Tennessee.

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

No. MC 103378 (Sub-No. 303), filed October 8, 1964. Applicant: PETROLEUM CARRIER CORPORATION, 369 Margaret Street, Jacksonville, Fla. Applicant's attorney: Martin Sack, Atlantic National Bank Building, Jacksonville 2, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Nitrogen solutions and anhydrous ammonia*, in bulk, in tank vehicles, from points in Decatur County, Ga., to points in Alabama.

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

No. MC 103378 (Sub-No. 304), filed October 9, 1964. Applicant: PETROLEUM CARRIER CORPORATION, 369 Margaret Street, Jacksonville, Fla. Applicant's attorney: Martin Sack, Atlantic National Bank Building, Jacksonville, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Turpentine*, in bulk, in tank vehicles, from points in Georgia, to Jacksonville, Fla.

NOTE: Applicant states "all duplicating authority to be eliminated". If a hearing is deemed necessary, applicant requests it be held at Jacksonville, Fla.

No. MC 103435 (Sub-No. 156), filed October 8, 1964. Applicant: UNITED-BUCKINGHAM FREIGHT LINES, East 915 Springfield Avenue, Spokane, Wash. Applicant's attorney: George LaBissoniere, 333 Central Building, Seattle, Wash. Applicant's representative: J. Maurice Andren, Post Office Box 1631, Rapid City, S. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, packinghouse products and commodities used by packinghouses*, from New Castle, Wyo., and points within (10) miles thereof, to points in Illinois, Indiana, and Michigan.

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

No. MC 103435 (Sub-No. 158), filed October 12, 1964. Applicant: UNITED-BUCKINGHAM FREIGHT LINES, East 915 Springfield Avenue, Spokane, Wash. Applicant's representative: J. Maurice Andren, Post Office Box 1631, Rapid City, S. Dak., and Applicant's attorney:

George LaBissoniere, 333 Central Building, Seattle, Wash. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading), (1) between points in Atchison County, Mo., and that part of Nodaway County, Mo., north of U.S. Highway 136 (formerly Missouri Highway 4) and west of U.S. Highway 71, including points on the indicated portions of the highway specified, on the one hand, and, on the other, points in Illinois, Iowa, Nebraska, and Kansas, (2) between points in Atchison, Nodaway, Andrew, Holt and Buchanan Counties, Mo., on the one hand, and, on the other, Marysville and Great Bend, Kans., Sioux City, Missouri Valley, Seymour and Burlington, Iowa, points in that part of Kansas north and east of a line beginning at Kansas City, Kans., and extending along U.S. Highway 40 to Topeka, Kans., thence along U.S. Highway 75 to the Kansas-Nebraska State line, points in that part of Nebraska south and east of a line beginning at the Nebraska-Iowa State line and extending along U.S. Highway 30 to Grand Island, Nebr., thence along U.S. Highway 281 to the Nebraska-Kansas State line, and points in that part of Iowa south and west of a line beginning at Council Bluffs, Iowa, and extending along U.S. Highway 6 to Des Moines, Iowa, thence along U.S. Highway 69 to the Iowa-Missouri State line, including points on the indicated portions of the highways specified, and (3) between St. Joseph, Mo., on the one hand, and, on the other, Gallatin, Altamont and Winston, Mo.

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

No. MC 104893 (Sub-No. 6), filed October 6, 1964. Applicant: H. GORDON TRUEMAN, St. Leonard, Md. Applicant's attorney: Chester A. Zyblut, 1000 Connecticut Avenue, Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building materials and supplies* (excluding nails), *boat and lumber* used in the building thereof, *malt beverages, unmanufactured tobacco, seafood, farm tractors and parts and attachments therefor*, between Charles County, Md., on the one hand, and, on the other points in Virginia, Maryland, West Virginia, Delaware, Pennsylvania, New Jersey, New York, and the District of Columbia, within 250 miles of St. Leonard, Md.

NOTE: Applicant states that it now holds authority to transport all of the commodities hereinabove set forth between St. Leonard and points in Calvert County, Md., within 15 miles of St. Leonard, on the one hand, and, on the other, the destination area involved. The purpose of this application is to enlarge the base area to include Charles County, Md. Applicant seeks no duplicating authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 105275 (Sub-No. 29), filed October 5, 1964. Applicant: W. T. BYRNS MOTOR EXPRESS, INC., 646 Coffeen Street, Watertown, N.Y. Applicant's attorney: Francis E. Barrett, Jr., 182 Forbes Building, Forbes Road, Braintree 84, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Ski lifts, and materials, supplies, equipment and parts* used or useful in the installation thereof, from Watertown, N.Y., to points in New Jersey, Delaware, Maryland, Massachusetts, Maine, Pennsylvania, Rhode Island, Vermont, Connecticut, New Hampshire, and Ohio, (2) *materials, supplies and equipment*, used in the manufacture of ski lifts, from points in New Jersey, Delaware, Maryland, Massachusetts, Maine, Pennsylvania, Rhode Island, Vermont, Connecticut, New Hampshire, and Ohio, to Watertown, N.Y.

NOTE: Applicant states that "no duplicating authority is sought." If a hearing is deemed necessary, applicant requests it be held at Albany, N.Y.

No. MC 107012 (Sub-No. 59), filed September 30, 1964. Applicant: NORTH AMERICAN VAN LINES, INC., Post Office Box 988, Fort Wayne, Ind. Applicant sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Uncrated new furniture and fixtures including but not limited to laboratory and science benches, cabinets* (including cabinet sinks, stands, fume hoods and glove boxes), *carts, cases, chairs, chalkboards, chests, desks, racks, shelving, stools* (including aquariums and terrariums), and *tables* (including table tops and bases), and also *bandstands, choral risers, convertible tables and benches, mobile tables and benches, runways, wall storage and mobile stages, and wall tables* with and without benches, and *parts* of such furniture and fixtures for attachment to the finished articles upon installation, from Kosciusko, Miss., to points in the United States (except points in Connecticut, Delaware, Illinois, Indiana, Maine, Massachusetts, Maryland, Michigan, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, West Virginia, Wisconsin, and the District of Columbia).

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

No. MC 107107 (Sub-No. 322), filed October 5, 1964. Applicant: ALTERMAN TRANSPORT LINES, INC., Post Office Box 65, Allapattah Station, Miami, Fla., 33142. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts*, as defined by the Commission, from Corpus Christi, Tex., to points in Alabama, Connecticut, Delaware, Florida, Georgia, Kentucky, Maryland, Massachusetts, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Tennessee (except Memphis), Virginia, and the District of Columbia.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Houston, or Dallas, Tex.

No. MC 107107 (Sub-No. 323), filed October 5, 1964. Applicant: ALTERMAN TRANSPORT LINES, INC., Post Office Box 65, Allapattah Station, Miami, Fla., 33142. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen prepared vegetables*, with or without sauce, and *frozen fruits and berries*, from Belvidere, Ill., to Memphis, Tenn.

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

No. MC 108473 (Sub-No. 20), filed October 5, 1964. Applicant: ST. JOHNSBURY TRUCKING COMPANY, INC., 38 Main Street, St. Johnsbury, Vt. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen potato products*, from Corinna and Portland, Maine, to Ellenville, N.Y., and *refused, damaged, or rejected merchandise*, on return.

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

No. MC 109564 (Sub-No. 7), filed October 5, 1964. Applicant: LYONS TRANSPORTATION LINES, INC., 1701 Parade Street, Erie, Pa. Applicant's attorney: A. Charles Tell, 44 East Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the site of the plants of General Motors Corporation, located in or near Lordstown Township, Trumbull County, Ohio, as off-route points in connection with applicant's authorized regular route operations.

NOTE: Applicant does not state place of hearing, if one is deemed necessary.

No. MC 110193 (Sub-No. 71), filed October 5, 1964. Applicant: SAFEWAY TRUCK LINES, INC., 20450 West 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: (1) *Frozen prepared foods*, from Eagle Grove, Iowa, to points in Connecticut, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, and Vermont, and (2) *frozen meat*, from Cedar Rapids, Iowa, to points in Connecticut, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, and Vermont. Part (2) restricted to pickup of part loads, the remainder of which originates at Eagle Grove, Iowa.

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

No. MC 110525 (Sub-No. 683), filed October 5, 1964. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorneys: Leonard A. Jaskiewicz, 1155 15th Street NW., Madison Building, Washington, D.C., and Edwin J. van Deusen, 520 East Lancaster Avenue, Downingtown, Pa. Authority

sought to operate as a *common carrier*, by motor vehicle over irregular routes, transporting: *Paradichlorobenzene*, in bulk, in tank vehicles, from Midland, Mich., to Niagara Falls, N.Y.

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

No. MC 110988 (Sub-No. 93) filed October 1, 1964. 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: *Chemicals*, dry, in bulk, from Chicago, Ill., to Cincinnati, Ohio, St. Louis, and Kansas City, Mo., Detroit, Mich., and Milwaukee, Wis.

NOTE: No duplicating authority is being sought. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 110988 (Sub-No. 94), filed October 1, 1964. 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: *Chemicals*, dry, in bulk, including but not limited to red lead, lead oxide, and lead silicated, from Chicago, Ill., to points in Maryland, Michigan, New Jersey, New York, Ohio, and Pennsylvania.

NOTE: No duplicating authority is being sought. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Chicago, Ill.

No. MC 111401 (Sub-No. 159) (AMENDMENT), filed September 3, 1964, published in FEDERAL REGISTER issue of September 24, 1964, amended October 12, 1964, and republished as amended this issue. Applicant: GROENDYKE TRANSPORT, INC., 2510 Rock Island Boulevard, Post Office Box 632, Enid, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia*, and *fertilizer solutions*, in bulk, in tank vehicles, from the site of the Phillips Petroleum Co. Anhydrous Ammonia Plant, at or near Hoag, Nebr., to points in Kansas and that part of Missouri on and west of U.S. Highway 63.

NOTE: The purpose of this republication is to add fertilizer solutions to the commodity description, and to change the place of hearing from Kansas City to Omaha if a hearing is deemed necessary. If a hearing is deemed necessary, applicant requests that it be held at Omaha, Nebr.

No. MC 112822 (Sub-No. 48), filed October 6, 1964. Applicant: EARL BRAY, INC., Post Office Box 910, Linwood and North Streets, Cushing, Okla. Applicant's attorney: Marion F. Jones, 526 Denham Building, Denver, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, in tank vehicles (except liquid wax, liquefied petroleum gases, and natural gasoline), from Tulsa, Okla., and points within five miles thereof, to

points in Illinois, and Indiana, and *empty containers or other such incidental facilities* (not specified), used in transporting the above described commodities, on return.

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

No. MC 114360 (Sub-No. 10), filed October 8, 1964. Applicant: SOUTHERN EXPRESS COMPANY, a corporation, 3333 South Cicero Avenue, Cicero, Ill. 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* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the site of the plants of General Motors Corp. located in or near Lordstown Township, Trumbull County, Ohio, as an off-route point in connection with applicant's authorized regular-route operations.

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

No. MC 114552 (Sub-No. 22), filed October 1, 1964. Applicant: SENN TRUCKING COMPANY, a corporation, Post Office Box No. 333, Newberry, S.C. Applicant's attorney: Frank A. Graham, Jr., 707 Security Federal Building, Columbia 1, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber and wood flooring*, together with *materials* used in the installation of wood flooring, (1) from points in Laurens County, S.C., to points in Arkansas, Illinois, Indiana, Iowa, Maine, Massachusetts, Minnesota, Missouri, New Hampshire, Oklahoma, Rhode Island, Texas, Vermont, and Wisconsin, and (2) between points in Laurens County, S.C., on the one hand, and, on the other, points in Alabama, Georgia, Louisiana, and Mississippi.

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

No. MC 115379 (Sub-No. 14), filed October 7, 1964. Applicant: JOHN D. BOHR, Jr., Post Office Box 217, Annville, 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: *Fish meal*, and *fish scrap*, in bulk, from Fish Products Co., Lewes, Del., to Fish Products Co.-New Jersey, Tuckerton, N.J.

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

No. MC 116254 (Sub-No. 44), filed October 8, 1964. Applicant: CHEMHAULERS, INC., Post Office Box 245, Sheffield, Ala. Applicant's attorney: Walter Harwood, Nashville Bank & Trust Building, Nashville 3, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry commodities*, in bulk, between points in Tennessee, Alabama,

and Mississippi, on the one hand, and, on the other, points in New Mexico, Arizona, and Colorado.

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

No. MC 116722 (Sub-No. 12), filed October 5, 1964. Applicant: DENVER-CLIMAX TRUCK LINE, INC., 1380 Umatilla Street, Denver 4, Colo. Applicant's attorney: John P. Thompson, 450 Capitol Life Building, Denver, Colo., 80203. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Classes A and B explosives, and general commodities* (except those of unusual value, commodities in bulk, and those requiring special equipment), serving the Cabin Creek project of Public Service Co. of Colorado located off highway approximately five (5) miles south of Georgetown, Colo., 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 Denver, Colo.

No. MC 116987 (Sub-No. 18), filed October 5, 1964. Applicant: ROBERT H. CARR AND SONS, INC., R.F.D. 2, Malvern, Pa. Applicant's attorney: Edward M. Alfano, 2 West 45th Street, New York, N.Y., 10036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Corn syrup and blends*, in bulk, in tank vehicles, from Penn and Pittsburgh, Pa., to points in New York and Pennsylvania.

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

No. MC 117686 (Sub-No. 42), filed October 6, 1964. Applicant: HIRSCHBACH MOTOR LINES, INC., 3324 North U.S. Highway 75, Sioux City, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods, and frozen bakery goods* from Webster City, Fort Dodge and Des Moines, Iowa to points in Alabama, Louisiana, Mississippi and Tennessee and *empty containers or other such incidental facilities* used in transporting the above commodities and *exempt agricultural commodities* on return.

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

No. MC 117686 (Sub-No. 43), filed October 7, 1964. Applicant: HIRSCHBACH MOTOR LINES, INC., 3324 North U.S. Highway 75, Sioux City, 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 Section A 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 Mason City, Iowa, to points in Alabama, Arkansas, Kansas, Louisiana, Missouri, Mississippi, Oklahoma, and Tennessee, and *empty containers or other such incidental facilities*

(not specified) used in transporting the above-specified commodities and *exempt agricultural commodities*, on return.

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

No. MC 117686 (Sub-No. 44), filed October 7, 1964. Applicant: HIRSCHBACH MOTOR LINES, INC., 3324 North U.S. Highway 75, Sioux City, 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 Section A 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 Perry, Iowa, to points in Arkansas and Missouri, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodities and *exempt agricultural commodities*, on return.

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

No. MC 117815 (Sub-No. 28), filed October 5, 1964. Applicant: PULLEY FREIGHT LINES, INC., 2341 Easton Boulevard, Des Moines, Iowa, 50317. 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: *Frozen foods*, from Des Moines, Fort Dodge, and Webster City, Iowa, to points in Minnesota, Wisconsin, and Illinois (except Chicago).

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

No. MC 117823 (Sub-No. 25), filed October 2, 1964. Applicant: RALPH F. DUNKLEY, doing business as DUNKLEY DISTRIBUTING COMPANY, 240 West California Avenue, Salt Lake City 15, Utah. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, (1) from points in Washington, and Oregon, to points in Utah, and Idaho, and (2) from points in Idaho, south of the south boundary of Idaho County, to points in Utah.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, Utah.

No. MC 118959 (Sub-No. 23), filed September 23, 1964. Applicant: JERRY LIPPS, INC., Cape Girardeau, Mo. Applicant's attorney: Thomas F. Kilroy, Suite 1250 Federal Bar Building, 1815 H Street NW., Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Clay, clay products and jointing materials*, either affixed to clay products or unaffixed, from St. Louis, Mo., to points in Illinois, Indiana, Michigan, Iowa, Florida, South Carolina, North Carolina, Kentucky, Georgia, Louisiana, Mississippi, Alabama, Tennessee, Oklahoma, Nebraska, and Minnesota, and (2) *clay products and equipment, materials and supplies* used or useful in the manufacturing, packag-

ing, transporting, and distributing of clay products, from points in Illinois, Indiana, Michigan, Iowa, Louisiana, Mississippi, Alabama, Georgia, Florida, South Carolina, North Carolina, Kentucky, Tennessee, Oklahoma, Nebraska, and Minnesota, to St. Louis, Mo.

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

No. MC 119599 (Sub-No. 1), filed October 5, 1964. Applicant: INDUSTRIAL CARTAGE CO., INC., 2540 Niles Road, Warren, Ohio. Applicant's attorney: A. Charles Tell, 44 East Broad Street, Columbus 15, Ohio. 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 by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between the plant sites of General Motors Corporation, located in or near Lordstown Township, Trumbull County, Ohio, on the one hand, and, on the other, Warren, Ohio.

NOTE: Applicant states that it "intends to tack the authority here applied for to other authority held by it under Docket No. MC 119599", in the States of Indiana, Illinois, Kentucky, Michigan, New York, New Jersey, Ohio, Pennsylvania, and West Virginia. If a hearing is deemed necessary, applicant requests that same be held with similar applications seeking the same authority.

No. MC 119702 (Sub-No. 12), filed October 8, 1964. Applicant: STAHLY CARTAGE CO., a corporation, 130-A Hillsboro Avenue, Edwardsville, Ill. Applicant's attorney: Mack Stephenson, 42 Fox Mill Lane, Springfield, Ill. 62707. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia and nitrogen fertilizer solutions*, in bulk, in tank vehicles, from Peru, Ill., to points in Indiana, Iowa, Kansas, Kentucky, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota, and Wisconsin.

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

No. MC 119710 (Sub-No. 8), filed October 1, 1964. Applicant: JOHN L. SHUPE AND IVAN D. SHUPE, a partnership, doing business as SHUPE BROS., 2600 Bypass, Greeley, Colo. Applicant's attorney: Paul F. Sullivan, Barr Building, 910 17th Street NW., Washington, D.C., 20006. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Animal and poultry feeds* (except liquid, in bulk, in tank vehicles), from Hereford, Tex., to points in Arizona, New Mexico, Oklahoma, Kansas, and Colorado, and *exempt agricultural commodities*, on return.

NOTE: Applicant states that the above proposed operation will be restricted to a service to be performed under contract for Farr Better Feeds. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 119741 (Sub-No. 12), (AMENDMENT), filed June 29, 1964, published in FEDERAL REGISTER issue of

July 8, 1964, amended October 8, 1964, and republished as amended this issue. Applicant: KIM FREIGHT LINES, INC., 4234 South Emerald Avenue, Chicago, Ill. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, other than hides and commodities in bulk, in tank vehicles, as described in Sections A and C Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site or facilities used by Wilson & Co., Inc., at or near Cherokee, Iowa, to points in Illinois, Kansas, Missouri, and Nebraska; and (2) *equipment, materials and supplies* used or useful to persons engaged in the manufacture of meats and the processing and slaughtering of animals, from points in Illinois, Kansas, Missouri and Nebraska to the plant or facilities of Wilson & Company located at or near Cherokee, Iowa.

NOTE: The purpose of this republication is to add part (2). If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 119778 (Sub-No. 75), filed October 5, 1964. Applicant: REDWING CARRIERS, INC., Post Office Box 34, Powderly Station, Birmingham, Ala. Applicant's attorney: J. Douglas Harris, 410-411 Bell Building, Montgomery, Ala., 36104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Monothylamine and isopropylamine*, in bulk, in tank vehicles, from Pace, Fla., to points in Washington County, Ala.

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

No. MC 119778 (Sub-No. 76), filed October 5, 1964. Applicant: REDWING CARRIERS, INC., Post Office Box 34, Powderly Station, Birmingham, Ala. Applicant's attorney: J. Douglas Harris, 410-411 Bell Building, Montgomery, Ala., 36104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, in bulk (except cement), from Decatur, Ala., and points within fifteen (15) miles thereof, to points in Tennessee, Georgia and Alabama.

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

No. MC 119837 (Sub-No. 5), filed October 1, 1964. Applicant: M. M. HIGGINBOTHAM, doing business as OZARK MOTOR LINES, 806 Michigan Street, Memphis, Tenn. Applicant's attorney: Edward G. Grogan, Suite 2020, First National Bank Building, Memphis, Tenn., 38103. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, (1) between Ash Flat, Ark. and Batesville, Ark., over U.S. Highway 167, serving all intermediate points, and (2) between Payneway, Ark. and Batesville, Ark.; from Payneway over Arkansas Highway 14 to junction U.S. Highway

167, thence over U.S. Highway 167 to Batesville, 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: If a hearing is deemed necessary, applicant requests it be held at Jefferson City, Mo.

No. MC 123124 (Sub-No. 3), filed October 5, 1964. Applicant: W. A. BOOTH, doing business as BOOTH DELIVERY SERVICE, 401 South 5th Street, Moorhead, Minn. Applicant's attorney: Lee F. Brooks, First National Bank Building, Fargo, N. Dak. 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 of the report in *Descriptions in Motor Carrier Certificates* 61 M.C.C. 209 and 766, from Fargo, N. Dak., to points in Barnes, Stautsman, Kidder, Burleigh, Morton, McLean, Ward, McHenry, Pierce, Wells, and Sheridan Counties, N. Dak., and *empty containers or other such incidental facilities* (not specified), used in the transportation of the commodities specified above, on return.

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

No. MC 123611 (Sub-No. 2), filed October 6, 1964. Applicant: BERNARD GUSTAVSEN, 226 Roosevelt Street, Union City, 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: *Face brick* on vehicles equipped with mechanical loading and unloading devices from Hazleton and Millinville, Pa., to points in Mercer, Monmouth, Middlesex, Hunterdon, Sussex, Warren, Union, Somerset, Bergen, Passaic, Essex, Hudson, and Morris Counties, N.J.

NOTE: Applicant states the proposed operations will be under a continuing contract with United Clay Products, Inc., Newark, N.J. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 124123 (Sub-No. 20), filed October 5, 1964. Applicant: SCHWERMAN TRUCKING CO. OF ILL., INC., 611 South 28 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: *Anhydrous ammonia, and nitrogen fertilizer solutions*, in bulk, from Peru, Ill., to points in Illinois, Indiana, Iowa, Kansas, Kentucky, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota, and Wisconsin.

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

No. MC 124174 (Sub-No. 29), filed October 5, 1964. Applicant: MOMSEN TRUCKING COMPANY, a corporation, Highway 18 and 71 North, Spencer, Iowa.

Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts and articles distributed by meat packinghouses* as described in Sections A and C, Appendix I in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk in tank vehicles), restricted to Wilson & Co., Inc. traffic originating at the plant site and/or cold storage facilities utilized by Wilson & Co., Inc., from Wilson & Co., Inc. located at or near Cherokee, Iowa, to points in Illinois, Minnesota, Wisconsin, Omaha, Nebr. and the Indiana portion of the Chicago, Ill. commercial zone.

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

No. MC 124211 (Sub-No. 21), filed October 7, 1964. Applicant: HILT TRUCK LINES, INC., 1813 Yolande, Box 824, Lincoln, Nebr. Applicant's attorney: J. Max Harding, Box 2028, Lincoln, Nebr., 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Macaroni, noodles, grain products, pancake and cake flour, spaghetti, and vermicelli*, from Lincoln, Nebr., to Clear Lake, Iowa, Rockford, Ill., and points in Indiana.

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

No. MC 124459 (Sub-No. 1), filed October 9, 1964. Applicant: C. L. CONNORS, INC., Post Office Box 712, Quincy, Ill. Applicant's attorney: Mack Stephenson, 42 Fox Mill Lane, Springfield, Ill., 62707. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Wagon bodies*, set up, from Quincy, Ill., to points in Arkansas, Iowa, Indiana, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota, Tennessee, and Wisconsin.

NOTE: Applicant holds common carrier authority under MC 118776 and Subs thereto, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Springfield, Ill.

No. MC 125353 (Sub-No. 1), filed October 2, 1964. Applicant: ROCHESTER AIR FREIGHT SERVICE CORPORATION, Air Cargo Building, Monroe County Airport, Rochester 11, N.Y. Applicant's attorney: Herbert M. Canter, Mezzanine, Warren Parking Center, 345 South Warren Street, Syracuse, N.Y., 13202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), restricted to shipments having an immediately prior or immediately subsequent movement by air, between the Rochester-Monroe County Airport (Monroe County), N.Y., on the one hand, and, on the other, (1) points in Orleans, Genesee, Monroe, Livingston, Wyoming, Wayne, Ontario, and Yates Counties, N.Y., and (2) the John F. Kennedy International Airport (Queens and Nassau Counties), LaGuardia Airport (Queens County),

The Greater Buffalo International Airport (Erie County), Rochester-Monroe County Airport (Monroe County), Oneida County Airport (Oneida County), Broome County Airport (Broome County), Chemung County Airport (Chemung County), Albany County Airport (Albany County), Watertown Airport (Jefferson County), Massena Airport (St. Lawrence County), Tompkins County Airport (Tompkins County), N.Y., Newark Airport (Essex County), N.J., and Cleveland-Hopkins Airport (Cuyahoga County), Ohio.

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

No. MC 125708 (Sub-No. 9) (AMENDMENT), filed September 14, 1964, published FEDERAL REGISTER issue of September 30, 1964, amended October 12, 1964, and republished as amended this issue. Applicant: HUGH MAJOR, 150 Sinclair, South Roxana, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Farm implements*, and *farm implement parts*, from Rush Springs, Okla., to points in Alabama, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Mississippi, Missouri, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, and Wisconsin, and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, on return, and (2) *steel*, used in the manufacture of farm implements and farm implement parts, from points in Illinois, Alabama, Georgia, Indiana, Iowa, Kansas, Kentucky, Mississippi, North Carolina, Tennessee, Ohio, Oklahoma, Pennsylvania, South Carolina, and Wisconsin, to Rush Springs, Okla., and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, on return.

NOTE: The purpose of this republication is to clarify the territorial description in (2) above with respect to origin and destination points, adding Rush Springs, Okla., as the destination point, and to delete Carlville, Sparta, Centralia, Cairo, and Irvington, Ill., as exceptions in (2) above. Applicant is also authorized to conduct operations as a contract carrier in Permit No. MC 116434, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 125708 (Sub-No. 11), filed October 5, 1964. Applicant: HUGH MAJOR, 150 Sinclair Avenue, South Roxana, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Processed and canned foodstuffs*, from Mt. Summit, Ind., to points in Arkansas, Missouri, Oklahoma, and Kansas, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodities, on return.

NOTE: Applicant holds contract carrier authority under MC 116434 and subs thereto, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 125984 (Sub-No. 1) (CORRECTION), filed September 21, 1964,

published FEDERAL REGISTER issue of October 7, 1964, corrected October 12, 1964, and republished as corrected this issue. Applicant: RALPH L. CLINE & A. F. McDANIEL, doing business as C & M TRUCK LINES, 4577 Bobolink Way, El Paso, Tex., 79922. Applicant's attorney: Joe T. Lanham, Suite 1102, Perry-Brooks Building, Austin 1, Tex.

NOTE: The purpose of this republication is to show the correct address of applicant in lieu of that previously published.

No. MC 126058 (Sub-No. 1), filed October 1, 1964. Applicant: BRUCE E. BISHOP, doing business as BEST-WAY TRUCK LINE, 3930 Blake Street, Denver, Colo. Applicant's attorney: William J. Ryan, Carter Building, 211-213 South Kansas, Norton, Kans. 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, and commodities requiring special equipment), between Denver, Colo., on the one hand, and, on the other, Idalia, and Kirk, Colo., and points within fifteen (15) miles of Kirk, except Cope, Colo., with service at Idalia restricted to interchange of traffic with other motor carriers.

NOTE: Applicant states he holds authority pursuant to purchase in MC-FC 66626, which reads as follows: "general commodities, except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, and commodities requiring special equipment, between Denver, Colo., on the one hand, and on the other, Kirk, Colo., and points within fifteen miles of Kirk, except Cope and Idalia, Colo." The purpose of this application is to remove the exception of Idalia, Colo., for interchange only, as set forth above. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 126207, filed April 17, 1964. Applicant: HAL BODENHAMER, doing business as O. K. TRANSFER, 118 North Seventh Street, Clinton, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used household goods* (containerized), from Clinton, Okla., to Clinton Sherman Air Force Base, Cordell, Elk City, and Weatherford, Okla., and *empty containers or other such incidental facilities* (not specified), used in transporting the above described commodities, on return.

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

No. MC 126603, filed September 24, 1964. Applicant: R. MENARD TRANSPORT LTD., St. Phillippe, Laprairie, Quebec, Canada. Applicant's attorney: John J. Brady, Jr., 75 State Street, Albany 7, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cotton rags (baled)*, from points in the New York City, N.Y., commercial zone, including Roselle Park, Passaic, and Jersey City, N.J., Lawrence, Worcester, Boston, and Framingham, Mass., and Baltimore, Md., to the ports of entry on the international boundary line between

the United States and Canada, located at or near Morses Line and Highgate Springs, Vt., and Rouses Point, N.Y., and *exempt commodities* (hay), on return.

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

No. MC 126616, filed October 1, 1964. Applicant: CHEROKEE FREIGHT LINES, INC., Main Street, Hulbert, Okla. Applicant's attorney: Warren Watkins, 400 1/2 West Will Rogers, Claremore, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, (1) between Tulsa and Stilwell, Okla., over Oklahoma Highway 51, serving no intermediate points, (2) from Wagoner, Okla., over Oklahoma Highway 51 to Stilwell, and return over the same route, serving all intermediate points, and (3) between Stilwell, Okla., and Westville, Okla., over U.S. Highway 59, serving all intermediate points.

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

No. MC 126618, filed October 2, 1964. Applicant: ANTHONY N. PRIZIO, doing business as SAUGUS TRANSPORTATION CO., 22 Makepeace Street, Saugus, Mass. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J., 07306. 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, commodities requiring special equipment, and those injurious or contaminating to other lading), between Charlestown, Mass., and points in Massachusetts, on traffic having subsequent or prior movement via common motor carrier.

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

No. MC 126621 (Sub-No. 1), filed October 5, 1964. Applicant: McGEE'S VAN & STORAGE CO., Post Office Box 949, Vallejo, Calif. Applicant's attorney: G. Alfred Roensch, 100 Bush Street, San Francisco 4, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used household goods*, as defined by the Commission in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, between points in Solano, Napa, Sonoma, and Contra Costa Counties, Calif.

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

No. MC 126625, filed October 5, 1964. Applicant: MURPHY SURF-AIR TRUCKING COMPANY, INC., Blue Grass Field, Lexington, Ky. Applicant's attorney: Herbert D. Liebman, 403 West Main Street, Post Office Box 233, Frankfort, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, between points in Fayette, Franklin, Scott, Bourbon, Madison, Clark, Harrison, Boyle, Woodford, Jessamine, and Anderson Counties, Ky.,

and (1) Blue Grass Field, Lexington, Ky., (2) Greater Cincinnati Airport, located near Erlanger, Ky., and (3) Standiford Field, Louisville, Ky.

NOTE: Applicant states service as proposed in (1), (2), and (3) above, will be "restricted to shipments having an immediately prior or immediately subsequent movement by air." If a hearing is deemed necessary, applicant requests it be held at Lexington, Ky.

No. MC 126628, filed October 5, 1964. Applicant: CONNOLLY TRANSPORTS LIMITED, Rural Route No. 5, London, Ontario, Canada. Applicant's attorney: S. Harrison Kahn, Suite 733 Investment Building, Washington, D.C. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Bricks, tile, bagged cement, and bagged lime*, from points in Michigan, Ohio, Pennsylvania, and New York, to ports of entry on the international boundary line between the United States and Canada located on the St. Clair and Detroit Rivers and at the Niagara Frontier. RESTRICTION: The proposed transportation herein shall be restricted to movements from points in the United States to points in the Dominion of Canada.

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

MOTOR CARRIERS OF PASSENGERS

No. MC 2796 (Sub-No. 4), filed October 2, 1964. Applicant: FULLINGTON AUTO BUS COMPANY, INC., Rear 314 Cherry Street, Clearfield, 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: *Passengers and their baggage* in the same vehicle with passengers, in special operations, beginning and ending in the Borough of Phillipsburg and the township of Ferguson, Centre County, Pa., and extending to points in the United States, including Alaska, but (excluding Hawaii).

NOTE: If a hearing is deemed necessary, applicant requests it be held at Clearfield, Pa., or, in the alternative if Clearfield, Pa. is not available, at Harrisburg, Pa.

No. MC 3647 (Sub-No. 366), filed October 2, 1964. Applicant: PUBLIC SERVICE COORDINATED TRANSPORT, a corporation, 180 Boyden Avenue, Maplewood, N.J. Applicant's attorney: Richard Fryling (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express and newspapers*, in the same vehicle with passengers, between junction boundary line of Northfield, N.J., and Egg Harbor Township, N.J., and junction boundary line Egg Harbor Township, N.J., and Margate City, N.J., over New Jersey Secondary Highway 563, serving all intermediate points, but restricted in the following manner: No trip to be operated over the above described route to or from New York City, N.Y.

NOTE: Applicant states it intends to tack the above proposed route to its existing routes. If a hearing is deemed necessary, applicant requests it be held at Trenton, N.J.

No. MC 46614 (Sub-No. 7) (AMENDMENT), filed September 3, 1964, published in FEDERAL REGISTER issue of September 30, 1964, amended October 12, 1964, and republished as amended this issue. Applicant: BLUE & WHITE LINES, INC., 516 West Plank Road, Altoona, Pa. Applicant's attorney: Richard A. Carothers, Altoona, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express, mail and newspapers* in the same vehicle with passengers, between Bedford, Pa. and Breezewood, Pa., (1) over U.S. Highway 30, and (2) over Pennsylvania Turnpike, serving no intermediate points.

NOTE: The purpose of this republication is to show movements in (1) and (2) above, to be between Bedford, Pa. and Breezewood, Pa., in lieu of that previously published. If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 84642 (Sub-No. 2), filed September 3, 1964. Applicant: McCORMACK COACH CO., INC., 300 South Granger Street, Harrisburg, Ill. Applicant's attorney: Robert T. Lawley, 306-308 Reisch Building, Springfield, Ill., 62701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in the same vehicle, restricted to traffic originating in the territory indicated, in charter operations, beginning and ending at points in Williamson, Saline, Franklin, Jackson, Johnson, and Jefferson Counties, Ill., and extending to points in Florida, Texas, Louisiana, California, Oregon, Washington, Nevada, and Alaska.

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

No. MC 117806 (Sub-No. 9), filed October 5, 1964. Applicant: ANTIETAM TRANSIT COMPANY, INC., 437 East Baltimore Avenue, Hagerstown, Md. Applicant's attorney: S. Harrison Kahn, Suite 733 Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and mail and newspapers*, in the same vehicle with passengers, between Hagerstown, Md., and Charles Town, W. Va., from Hagerstown over Interstate Highway 81 to junction West Virginia Highway 9, thence over West Virginia Highway 9 to Charles Town, and return over the same route, serving no intermediate points.

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

No. MC 126430, filed July 13, 1964. Applicant: TRENTWAY BUS LINES LIMITED, Rural Route No. 9, Peterborough, Ontario, Canada. Applicant's attorney: John W. Corkery, 467A Water Street, Peterborough, Ontario, Canada. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in charter operations, beginning and ending at ports of entry on the International Boundary line between the United States and Canada

located on or near the St. Lawrence, Niagara, St. Mary's, St. Clair, and Detroit Rivers, and extending to points in the United States.

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

No. MC 126624, filed October 2, 1964. Applicant: C. A. BAILEY LIMITED, 4 Princess Street, Leamington, Ontario, Canada. Applicant's attorney: Wilhelmina Boersma, 2850 Penobscot Building, Detroit, Mich., 48226. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in round-trip charter operations, beginning and ending at the port of entry on the international boundary line between the United States and Canada at or near Detroit, Mich., and extending to points in Michigan.

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

No. MC 126627, filed October 2, 1964. Applicant: MILLSTONE BUS LINE, INC., Amwell Road, East Millstone, N.J. Applicant's attorney: William C. Mitchell, Jr., 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers, and their baggage, and newspapers and express*, in the same vehicle with passengers, (1) between Hopewell, N.J., and New York, N.Y., beginning in Hopewell, thence over County Road 518 to Blownburg and junction with Blownburg Bellemead Road through Dutchtown to Plainville and junction with Trenton Avenue, thence over Trenton Avenue to Bellemead and junction with U.S. Highway 206 (also from Dutchtown from the junction of Blownburg Bellemead Road, and Harlingen Road over Harlingen Road to Harlingen and junction with U.S. Highway 206, thence over U.S. Highway 206 to Bellemead and junction with Trenton Avenue), thence over U.S. Highway 206 to Bridgewater Township and junction with U.S. Highway 22, thence over U.S. Highway 22 in Bridgewater Township to junction with Interstate Highway 287, thence over Interstate Highway 287, to Edison Township and junction with U.S. Highway 1, thence over U.S. Highway 1 to Woodbridge Township and junction with Green Street, thence over Green Street in Woodbridge Township, to junction with U.S. Highway 9, thence over U.S. Highway 9, in Woodbridge Township, to access roads and Entrance to No. 11 of New Jersey Turnpike (also from Edison Township from junction of Interstate Highway 287 and U.S. Highway 1 over Interstate Highway 287 to access roads and junction with New Jersey Turnpike), thence over New Jersey Turnpike to Exit No. 16 in Secaucus, thence over access roads and New Jersey Highway 3 and Lincoln Tunnel to New York, N.Y., and return over the same route in the reverse direction with service to and from all intermediate points (except those in Essex, Hudson, and Union Counties, N.J., and those in Middlesex County, N.J., north and east of the junc-

tion of Interstate Highway 287 and New Jersey Highway 27 in Edison Township).

(2) between Hillsborough Township, N.J., and New York, N.Y., beginning in Hillsborough Township at junction of U.S. Highway 206 and County Road 514, thence over County Road 514 to Franklin Township-New Brunswick line (also from junction County Road 514 and Demott Lane in Franklin Township, thence over Demott Lane to junction with County Road 527, thence over County Road 527 to junction with Kennedy Boulevard, thence over Kennedy Boulevard to junction with County Road 514 in Franklin Township, also from junction County Road 514 and Franklin Boulevard in Franklin Township, thence over Franklin Boulevard to junction with Highland Avenue, thence over Highland Avenue to junction with County Road 514 in Franklin Township), thence over Hamilton Street in New Brunswick to junction with Division Street, thence over Division Street to junction with Somerset Street, thence over Somerset Street to junction with Little Albany Street, thence over Little Albany Street and Easton Avenue to junction with Albany Street (also from junction of Albany Street and Easton Avenue in New Brunswick, thence over Albany Street to junction with Brown Avenue, thence over Brown Avenue to junction with French Street, thence over French Street to junction with Louis Street, thence over Louis Street to junction with Hamilton Street in New Brunswick), thence over Albany Street to junction with Memorial Parkway, thence over Memorial Parkway and New Jersey Highway 18 to East Brunswick Township and access roads to Entrance No. 9 of New Jersey Turnpike, thence over New Jersey Turnpike to Exit No. 16 in Secaucus, thence over access roads and New Jersey Highway 3 and Lincoln Tunnel to New York, and return over the same route in the reverse direction with service to and from all intermediate points (except points in Essex, Hudson, and Union Counties, N.J., and those in Middlesex County, N.J., on, north and east of Albany Street in New Brunswick).

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

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN REQUESTED

MOTOR CARRIERS OF PROPERTY

No. MC 111170 (Sub-No. 91), filed October 2, 1964. Applicant: WHEELING PIPE LINE, INC., Post Office Box 1718, El Dorado, Ark. Applicant's attorney: Thomas Harper, Kelley Building, Post Office Box 297, Fort Smith, Ark., 72902. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lubricating oil* from the site of the Calumet Refining Co. plant located near Princeton, La., to points in Illinois and *empty containers or other such incidental facilities* used

in transporting the above commodities on return.

MOTOR CARRIERS OF PASSENGERS

No. MC 121179 (Sub-No. 2), filed October 8, 1964. Applicant: CHARLES C. MOODY, doing business as CHATTANOOGA-CROSSVILLE BUS LINES, 3125 Easton Avenue, Chattanooga, Tenn., 37415. Applicant's attorney: Blaine Buchanan, 1024 James Building, Chattanooga, Tenn., 37402. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers, express, baggage, mail, newspapers, passengers' effects, and applicable charter passenger service*, between Chattanooga, Tenn., and Columbia, Ky., from Chattanooga over U.S. Highway 127 to Russell Springs, Ky., thence over Kentucky Highway 80 to Columbia, Ky., and return over the same route serving all intermediate points.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-10713; Filed, Oct. 20, 1964; 8:47 a.m.]

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

OCTOBER 16, 1964.

The following applications for motor common carrier authority to operate in intrastate commerce seek concurrent motor carrier authorization in interstate or foreign commerce within the limits of the intrastate authority sought, pursuant to section 206(a)(6) of the Interstate Commerce Act, as amended October 15, 1962. These applications are governed by Special Rule 1.245 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of April 11, 1963, page 3533, which provides, among other things, that protests and requests for information concerning the time and place of State commission hearings or other proceedings, any subsequent changes therein, and any other related matters shall be directed to the State commission with which the application is filed and shall not be addressed to or filed with the Interstate Commerce Commission.

State Docket No. T-697 Sub 1, filed October 7, 1964. Applicant: FARMINGTON TRANSFER CO., INC., 1626 North Eighth Street, St. Louis, Mo. Applicant's attorney: John E. Burruss, Jr., Central Trust Building, Jefferson City, Mo. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *general commodities*, over regular and irregular routes. *REGULAR*: From St. Louis over U.S. Highway 67 to the Missouri-Arkansas State line; from Doniphan over Missouri Highway 14 (formerly Missouri Highway 42) to junction U.S. Highway 67; from Doniphan over Missouri Highway 142 (formerly Ripley County Route

"B") to Oxy; from Neelyville over Missouri Highway 142 to Naylor; from Chaonia over unnumbered Wayne County road through Taskee to junction U.S. Highway 67; from Williamsville over Missouri Route "A" (Wayne County) to junction U.S. Highway 67; and return over the same routes, with authority to transport property between points as follows: (1) between Fairdealing, Poynor, Oxy, Doniphan, St. Louis, and Poplar Bluff; (2) between St. Louis, Zion, Coldwater, Silva, Greenville, Taskee, Poplar Bluff, Harviell, Neelyville, Naylor, Williamsville, and Chaonia; and (3) between Zion, Coldwater, Silva, Greenville, Taskee, Poplar Bluff, Harviell, Neelyville, Naylor, Williamsville, and Chaonia, on the one hand, and Fredericktown, Mine LaMotte, Farmington, Elvins, Esther, Flat River, St. Francois, Desloge, Bonne Terre, Crystal City, and Festus, on the one hand. *IRREGULAR*: Between points and places in Ripley County, Mo., on the one hand, and all points in Missouri on the other hand, subject to the limitations contained in Section 390.-050 RSMo. 1949, prohibiting irregular route operations between points on the regular route of an authorized motor carrier.

HEARING: December 2, 1964, at 10:00 a.m., in the Public Service Commission, 100 East Capital Avenue, Jefferson City, Mo.

Requests for hearing information, including the time for filing protests concerning this application should be addressed to the Missouri Public Service Commission, Jefferson Building, Jefferson City, Mo., and should not be addressed to the Interstate Commerce Commission.

State Docket No. M-3521, filed September 22, 1964. Applicant: MIDWAY MOTOR FREIGHT LINES, INC., Little Rock, Ark. Applicant's attorney: C. J. Lincoln, 1550 Tower Building, Little Rock, Ark. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *general commodities*, between Amity, Ark., and Fulton, Ark., from Amity over Arkansas Highway 8 to Arkadelphia, Ark., then over U.S. Highway 67 to Fulton, and return over the same route, serving all intermediate points.

HEARING: November 24, 1964, at 10:00 a.m., at the Arkansas Commerce Commission Hearing Room, Justice Building, Little Rock, Ark.

Requests for procedural information, including the time for filing protests concerning this application should be addressed to the Arkansas Commerce Commission, Justice Building, Little Rock, Ark., 72201, and should not be directed to the Interstate Commerce Commission.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-10714; Filed, Oct. 20, 1964; 8:47 a.m.]

CUMULATIVE CODIFICATION GUIDE—OCTOBER

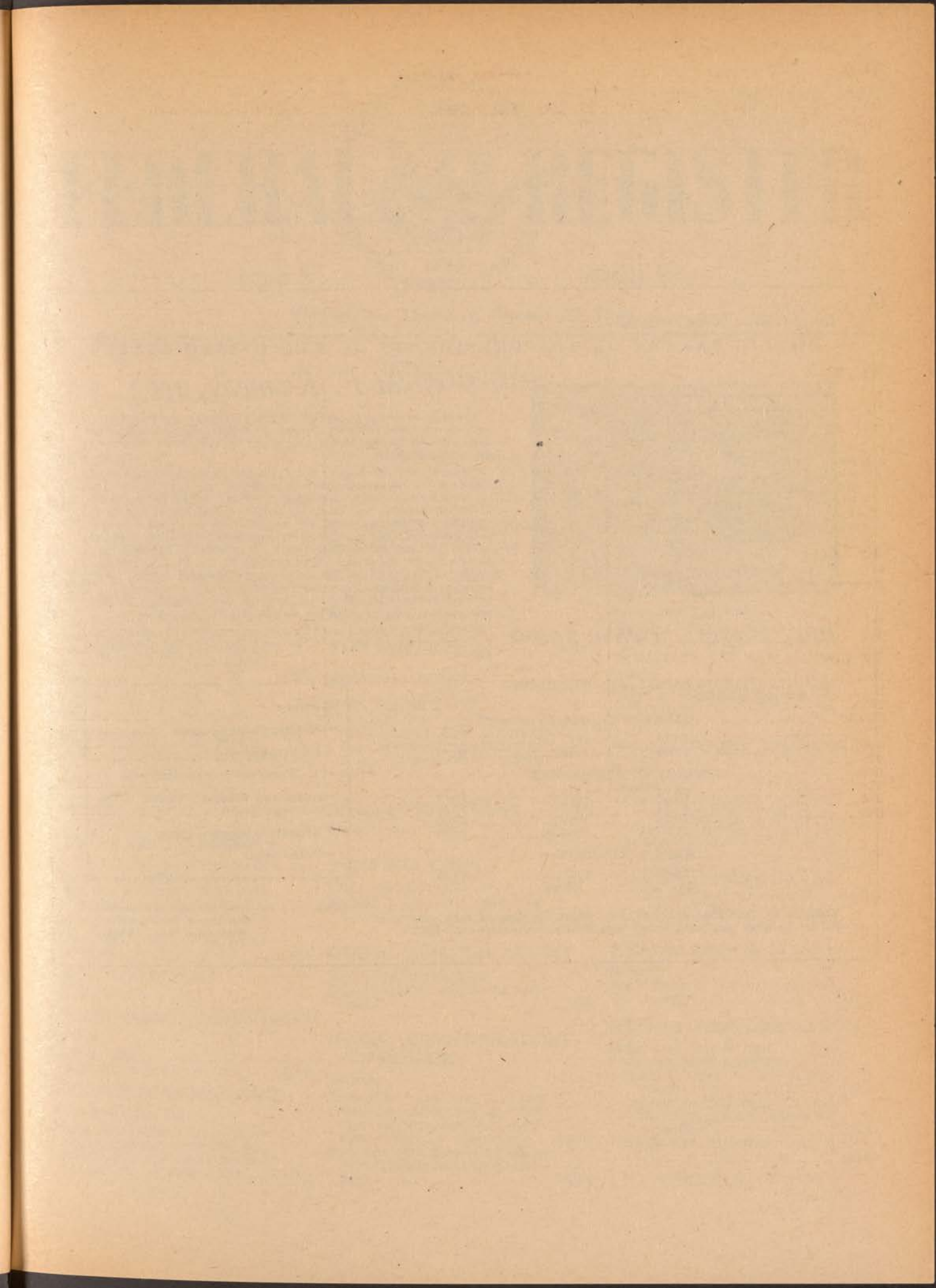
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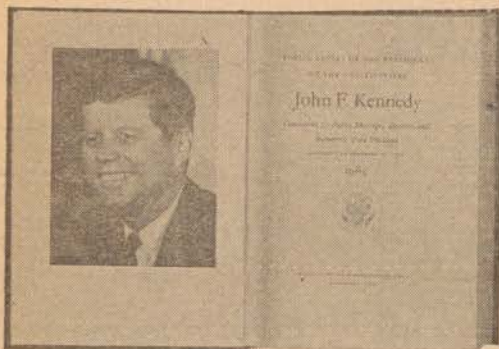
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